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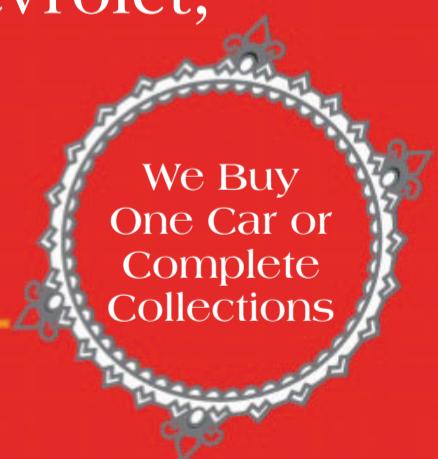
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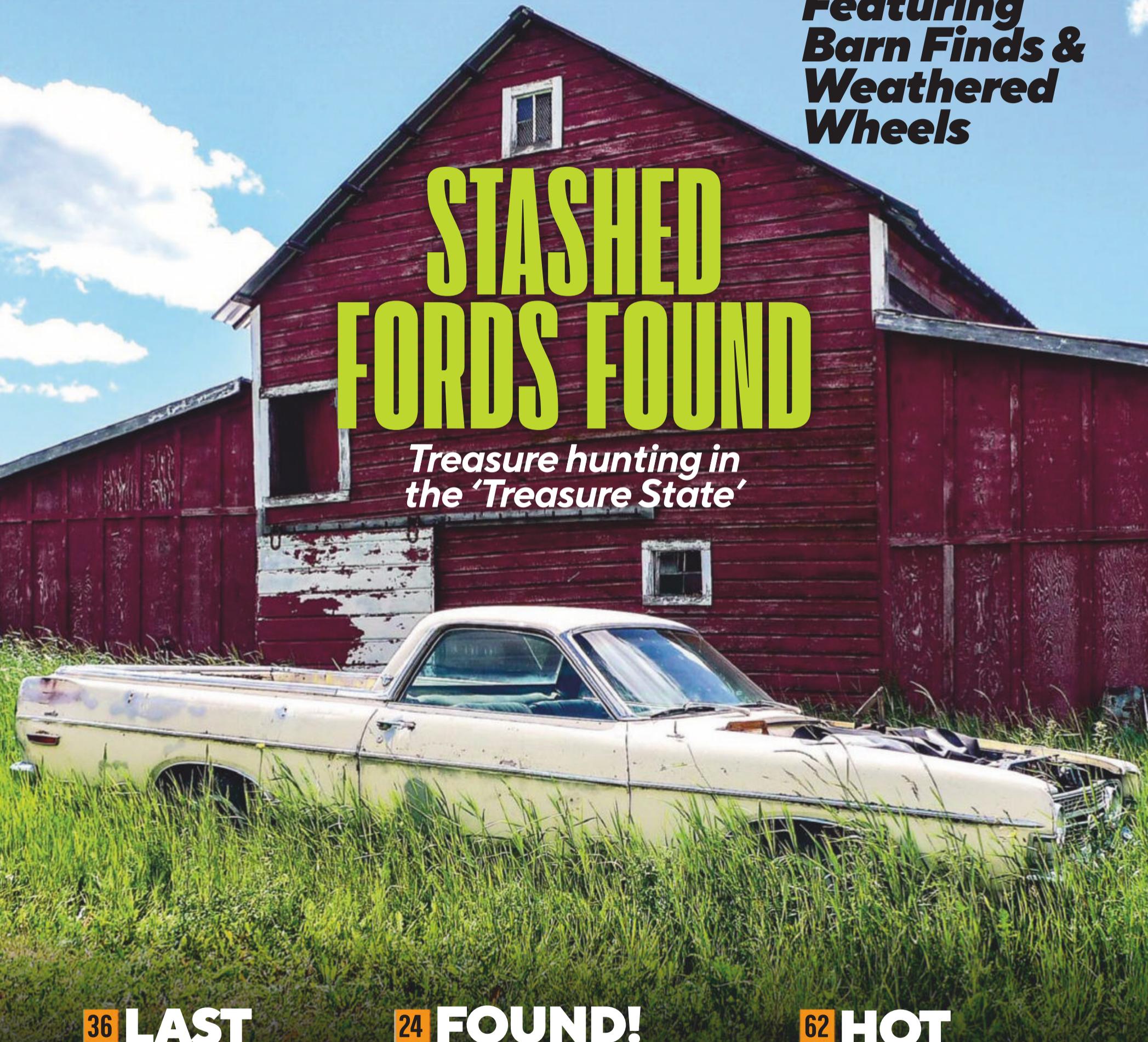


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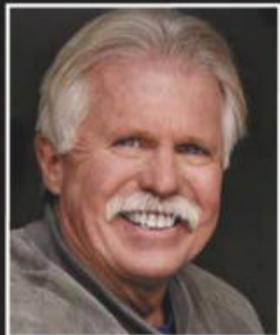
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Social Distancing? Car Bonding!

In this strange time when the world is practicing “social distancing” to prevent the spread of COVID-19, and essentially placing ourselves on lock down within our homes, it’s easy to feel isolated and eventually bored. The uncertainty of these times are also wreaking havoc on businesses, especially smaller hobby businesses. Although the world seems to be on pause, we can act to keep the hobby moving while also entertaining ourselves, all the while protecting our health. Indeed, the cure for cabin fever may very well lie under our own roofs.

Get out to the garage and make a written list of things of the projects you’ve been meaning to start or complete. The list may include items as simple as cleaning out the garage, organizing parts and hanging signs and license plates. Maybe it’s as small as polishing or sanding and painting a few loose parts for a project car, or improving a few components on your driver or show car. It could even be as small as cleaning out the dirt from an interior’s nooks and crannies. Perhaps your to-do list includes something big, such as finally restoring that old car or truck you’ve been meaning to get to “someday.” Well, someday is here, and its restoration can begin with a single turn of a wrench or screwdriver.

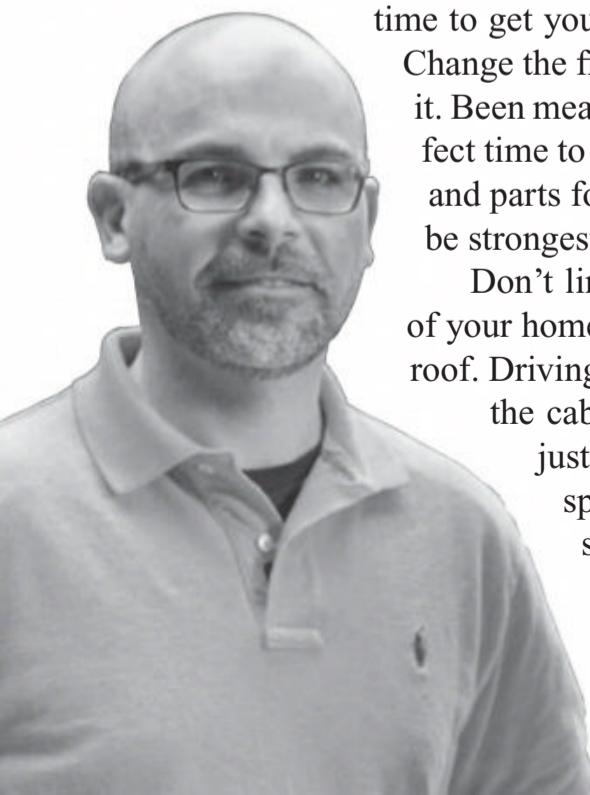
With the economy in distress, individuals and businesses are looking to make a sale. Many businesses are offering sales on new parts, so check hobby business websites and sign up for their emails to receive special offers. Used parts also appear to be selling for lower prices. Due to their popularity with customizers, sets of 1957 Cadillac wheel covers usually sell for about \$500, but I noticed a decent set recently sell for \$150 after the start of the pandemic. Another buyer likewise stole an original pair of 1953 Buick Skylark emblems for \$300 recently on eBay. Were the economy stable, I am sure these emblems would have sold for at least two or three times that figure. So, now appears to be a good time to buy those parts you’ve been putting off purchasing. Worried about making contact with items from the mail? Leave the parts stored for a several days before opening them.

Since spring is right around the corner, now is also a good time to get your old car or truck ready for summer shows.

Change the fluids, dust it off, maybe even polish and wax it. Been meaning to thin out your garage? Now is the perfect time to clean up and otherwise prepare your vehicle and parts for sale this summer, when sale prices tend to be strongest.

Don’t limit your lock down to being under the roof of your home — let it include being under your vehicle’s roof. Driving will do your mind wonders by helping cure the cabin fever. It doesn’t have to be a long drive, just long enough to warm the engine and your spirits until we can get back to our regularly scheduled lives — and hobby.

Angelo Van Bogart
Angelo Van Bogart, Editor

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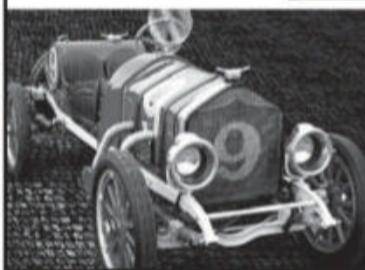
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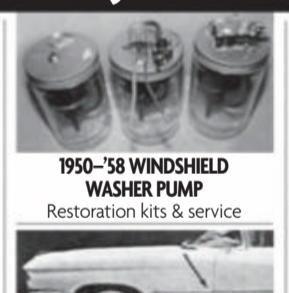
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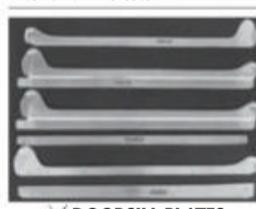
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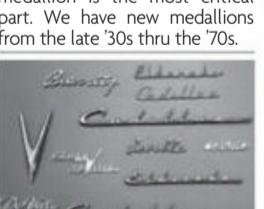
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After 53 years San Diego event ends with a wet note

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A car that was worth the wait

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Sound Your Horn



Adding 'oomph' to '80s GM products

Bob Tomaine's article on the 1986 Oldsmobile 442 brought back a memory of my days at a Buick dealership. The Olds 442 and Hurst/Olds was the only other General Motors G-body car to use the upper-series, corporate 8.5-inch-diameter ring gear, other than the Buick Grand National. It was also the only one to use the 3.73:1 ratio, and during these times that was a very low ratio. I did swap out one stock 3.42:1 from a Grand National thinking it might do better at the drags, but it did not. It did, however, work great in the full-size Buick Estate Wagon when pulling a trailer. The wagon came with the 307-cid Olds V-8 engine and a 2.73:1 axle ratio that would barely climb a steep hill. I did several conversions on Estate Wagons all the way to 1990, the end of production, and had a lot of very happy customers.

Phil Aubrey, Merlin, Ore.

When the going gets tough, cruise

Obviously, these are tough times. There is no good prediction as to when things will get better or restrictions and closings will go away.

So, as I lamented the cancellation of the local Motorhead Madness indoor car show last weekend up here in northern Minnesota, I thought of a way we could potentially get out and enjoy the old car hobby and not jeopardize any social distancing or restrictions on being out in public.

So here's my idea:

As soon as the weather gets better and the snow goes away

and roads dry out, groups of car enthusiasts could organize a cruise. Five cars, ten cars, 20 cars, 30 cars. No one has to get out of their cars. Arrange to rendezvous at a designated place and time — a park, a mall or theater parking lot. Pick out a route and everyone could go cruising together, like a classic car parade. Maybe cruise to a neighboring town, or maybe loop through some neighborhoods and wave to folks as you pass by. Make it a rolling car show.

Remember to pack a few snacks in the car. Set a time and place that the cruise will end. Give local drive-up restaurants some business by picking up some food at the end of the cruise. Then wave a goodbye to your fellow cruisers and head on home. No one has to get out of their cars for the entire adventure. Gas up again on your way home and give the local gas stations some additional business. And look at how low gas prices are!

So, get the collector car uncovered, give it your spring cleanup, call some friends and go cruising. There are no restrictions on driving (that I know of). Give yourself, your friends and people you see along the way some smiles. Even a solitary cruise or going out with just a couple other cruisers will be a welcome escape from the situation the entire world is finding itself in. And don't spend the cruise listening to news radio! Turn on the oldies or don't turn on the radio at all. You'll hear enough news when you get back home. I'm lucky — my car has a factory radio delete plate on the dash!

Steve Isola, Duluth, Minn.

See SOUND YOUR HORN, page 58

Reader Wheels

Richard Bunnell answered our call for "hot four-doors" with this picture of the 1980 Buick Century Turbo he special-ordered from a dealership in Newcastle, Wyo. Besides the turbocharged 3.8L V-8, the silver Century had a dark burgundy velour interior, the Turbo hood with the Turbo "hump," Rally suspension with close-ratio steering, "Turbine" aluminum wheels with white wall tires, and more. He traded it away in 1985 — does this neat oddball still exist?



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~ Skip McKean ~

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HIGHLIGHTS: 9 ANTIQUE TRUCKS: 1989 Mack R686S(s/a), 1985 Mack RW613(t/a), 1959 Mack B-42, 1956 Mack B85(s/a), 1951 Mack LF(s/a), 1951 Mack A40H(restored), 1946 Mack EH75(restored), 1955 International S-164, 1971 FWD Dump Truck, **MILITARY TRUCK, 3 ANTIQUE TRAILERS:** 1954 Farrell(5400gal., t/a), 1952 Trinity Steel Co.(t/a), Boston Steel Tank Horse Drawn Tank Wagon(w/fiberglass horse team), **DETACHABLE GOOSENECK TRAILER:** 2004 XL Specialized(t/a), **EQUIPMENT TRAILER:** 2006 Kaufman R35(tri), **OIL TANKER TRAILER:** 1983 Fruehauf(tri), **ANTIQUE AGRICULTURAL TRACTOR:** 1953 Massey Harris 44B1SF, **2 GOLF CARTS:** 2016 EZ GO 6-seater, Club Car 2-seater, **8 PEDAL CARS:** (8)Steelcraft Cars, **5 COLLECTIBLE GAS PUMPS:** Wayne Mfg. Shell Gas Pump, Tokheim Mfg. Shell Gas Pump, Martin & Schwartz Shell Gas Pump(w/Glass Globe), Gilbarco Mfg. Shell Gas Pump, 1930's Wayne Mfg. Shell Gas Pump, **48 COLLECTIBLE SIGNS:** Esso Humble Sign, Esso Elephant Sign, Esso Oil Sign, New Old Stock" Service Signs, New "Old Stock" Wolf's Head Motor Oil Pedestal Sign, Mack Parts Sign, Mack Bulldog Sign, Bank Street-Toronto Lighted Street Sign, (10) Lighted Neon Advertising Sign, (30)Additional General Signs, **219 COLLECTIBLE TOYS:** Shell Toys, (3)Shell Reproduction Truck, (6)Antique Toy Shovel, (5)Smith Miller Truck Repro, Barber Greene Paving Toy, (30)Cast Iron Cars, Trucks & Etc., (10)Marx Tin Toy, (15)Buddy L Truck, Kingsbury Fire Truck, Marx "Busy Bridge", Unique Art "Lincoln Tunnel" & "Main Street", (20)Complete Set of Highway Dept Trucks, (100)Small Toy Trucks & Tractors, (25) Doepeke Steel Toys, **265 COLLECTIBLES:** "Happy Days Diner" Bar Countertop & (5)Bar Stools, (15)Shell Signs, (150)Brand Name Oil Cans...

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The Scoop

Hobby News & Views

Carlisle reschedules

CARLISLE, Pa. As of March 17, Spring Carlisle and the two-day collector car auction powered by Carlisle Auctions have been rescheduled to May 27-31 at the Carlisle (PA) Fairgrounds.

Spanning five days, Spring Carlisle welcomes more than 100,000 automotive enthusiasts converging on the facility, all looking to buy, sell and trade all things automotive. Spring Carlisle boasts 8,100 vending spaces filled with millions of automotive pieces and parts with buyers and sellers alike coming from around the world to shop and sell.

In addition to the car parts, collectibles and memorabilia, there are cars for sale within the car corral, allowing buyer and seller to work face to face. Carlisle Auctions' two-day classic and collector car auction runs Thursday and Friday of event weekend. The bidding starts at 12 p.m. each day, and some 250 cars will cross the block both days. Much like the car corral, auction cars and trucks will span 100-plus years of automotive history. Consignments that are 25 years and older are taken via Carlisle Auctions' "free unless sold" guarantee. Online bidding is also an option with Carlisle Auctions.

Cars aren't the only form of entertainment. Cruise to Spring Carlisle and meet Lou Santiago from TV's "Car Fix." Lou and his wealth of automotive knowledge will be at the event throughout the weekend. Santiago will be meeting

guests, signing autographs and posing for photos.

Complete details about Spring Carlisle can be found online at www.CarlisleEvents.com. Advance spectator tickets for the show at a discounted price can also be purchased online. Call 717-243-7855 or visit www.CarlisleEvents.com or www.CarlisleAuctions.com to learn more.

**As with all events, be sure to call ahead or visit Carlisle Events' website before leaving for a trip. Contacting events ahead of time is especially important this day and age.*

Charlotte reschedules

CHARLOTTE, N.C. The AACA Southeastern Division Spring Nationals has been rescheduled to coincide with the new dates for the Charlotte AutoFair on June 12-14. The AACA show will now be held June 13.

Anyone who has previously registered to judge, show a car or attend the Saturday picnic at the AACA Nationals in Charlotte need not do anything, as the Hornets Nest Region will make the necessary changes to members' registration for the new date. If, however, members are unable to attend on this new date, their registration and associated fees are fully refundable through the Hornets Nest Region. To do so, call 704-841-1396 or write to: Hornets Nest Region at 9307-H Monroe Rd, Charlotte, NC 28270.

Members who are now able to attend the Charlotte show



Weathered Wheels

Steve Isola found this 1966-'68 Dodge window van with a pop-up roof resting in the fall foliage just north of Duluth, Minn. "It looks to be in quite good shape, considering it has been sitting for years in its pastoral setting," he says. "This A108 (indicating the longer 108-inch wheelbase) Sportsman would be a fun project for someone to resurrect and put on the road again. Note the exterior visor over the front windshield. These Dodge vans looked good with the two-tone color combination accenting the body lines."



because of this date change can fill out their registration online or call AACA Headquarters at 717-534-1910 and the club will mail the registration materials. If space is available and a vehicle achieves a Senior Award at Charlotte, it will be eligible to register for the Grand Nationals in Allentown, Pa., July 23-25.

The new deadline for registering for the Southeastern Spring Nationals in Charlotte is May 15.

Any vendor, car corral space or other business with the Charlotte AutoFair needs to be addressed with the Charlotte AutoFair or Hornets Nest Region, not AACA National.

Learn more at www.aaca.org and www.hnr-aaca.org.

Museums temporarily close across country

In the midst of the COVID-19 pandemic, museums across the country are temporarily closing their doors to guests. Among them are LeMay – America's Car Museum in Tacoma, Wash., and the AACA Museum in Hershey, Pa. Both cited guidance from public health officials attempting to slow the spread of COVID-19 as their reason to temporarily close.

Pate Swap moved to Oct.

FORT WORTH, Texas According to Sam Romeo of the Pate Swap Meet, the popular spring Texas event has been rescheduled due to the COVID-19 pandemic. The 48th annual event will now be held Oct. 1-3.

“While this may not have been our first choice of times

because of conflicts, we have to fit it in between other events such as (AACA Fall) Hershey, Goodguys, Southwest Swap Meet and the NASCAR race at Texas Motor Speedway,” Romeo said.

Keep up to date at www.pateswapmeet.com and track this and other reschedulings and cancellations through the *Old Cars* calendar in *Old Cars* print issues and at its online calendar at www.oldcarsweekly.com/showcalendar.

Spring Auburn, RM sales canceled

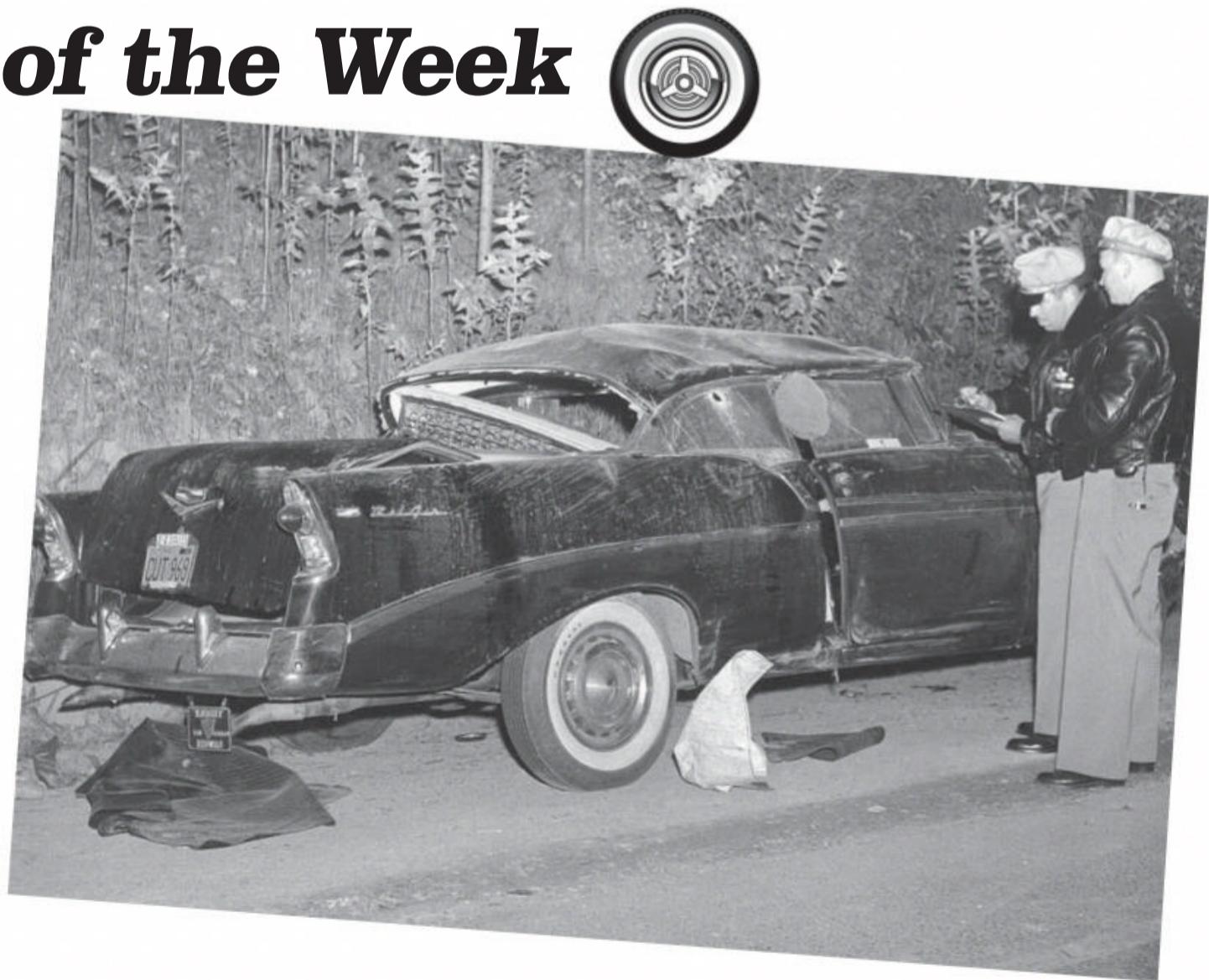
BLENHEIM, Ontario RM Sotheby's canceled its biennial Monaco auction, scheduled for May 9 at the Grimaldi Forum during the Grand Prix de Monaco Historique. The decision comes in light of the Automobile Club de Monaco's cancellation of the 12th Grand Prix de Monaco Historique (May 8-10) as well as the 78th Grand Prix de Monaco Formula 1 FIA World Championship (May 21-24) due to current concerns and mounting uncertainties over the COVID-19 pandemic.

Scheduled for the same weekend (May 8-9), RM Sotheby's has also canceled its upcoming annual Auburn Spring auction at the Auburn Auction Park in Auburn, Ind., which welcomes thousands of attendees each year, due to the same concerns over the COVID-19 pandemic in North America. RM Sotheby's is monitoring the global situation as it continues to change daily in order to determine its auction schedule beyond May 2020.

To learn more, visit www.rmsothbys.com.

Wreck of the Week

After a car chase that involved flying bullets and ended in a roll-over accident, California Highway Patrol officers assess the aftermath. A “Knight Riders” club plaque dangles from the bumper of the wrecked 1956 Chevrolet Bel Air Sport Coupe, which wasn’t good advertisement for the club or EZ Davies (the Redwood City, Calif., dealership on the license frame) when this photo was published in newspapers. When investigative photographer Rodman Bingham of Menlo Park, Calif., shot the scene on Oct. 4, 1956, the V-8 Bel Air was still essentially a new car.



Former Cadillac president dies

John O. Grettenberger, Sr., former vice president of General Motors and general manager of Cadillac Motor Car Division, died March 17. He was 82.

Grettenberger was born in Okemos, Mich. After graduating from the University of Michigan and ROTC training, he served as an officer in the U.S. Navy from 1959 until 1962. Grettenberger began his career at General Motors as a clerk in Oldsmobile's Los Angeles sales office, then advanced through a variety of sales positions.

In 1972, Grettenberger was awarded an Alfred P. Sloan Fellowship at the Massachusetts Institute of Technology. After earning a masters degree in management, he moved on to a series of higher-level GM positions around the world.

In 1984, Grettenberger returned to Detroit and was named a General Motors vice president and general manager of Cadillac Motor Car Division. He served in that capacity until his retirement in 1997. During his Cadillac tenure, the division was awarded the nation's highest quality award, the Malcolm Baldrige National Quality Award, presented by President George H.W. Bush. In 1991, the Automotive Hall of Fame named him as its "Industry Leader of the Year." During his tenure at Cadillac, he enjoyed personally delivering presidential limousines to presidents Reagan, Bush (H.W.) and Clinton.

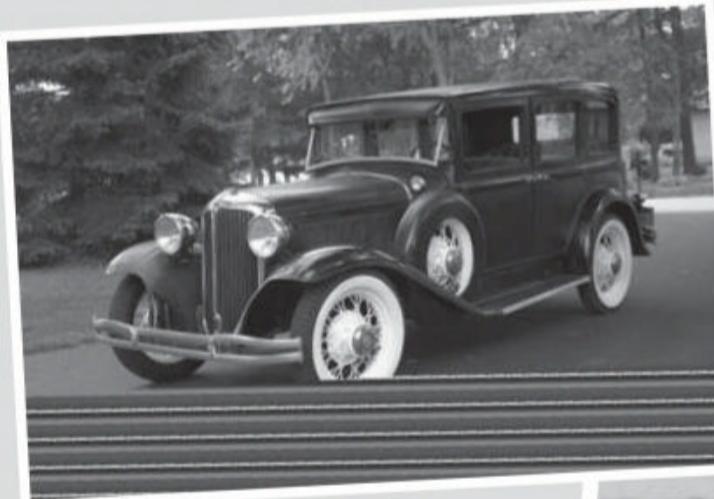
Arrest made in 1947 Lincoln sedan theft

SANTA ROSA, Calif. After three years, a missing 1947 Lincoln sedan owned by Denis Quinn, 73, has been recovered. It was found abandoned in a Penns Grove, Calif., field with parts strewn about its recently upholstered interior. Its engine and transmission were missing.

According to *The Press Democrat* of Santa Rosa, Quinn drove the Lincoln to Suede Barganski, a mechanic, who was expected to complete \$10,000 worth of minor repairs on the Lincoln in exchange for a 1972 Ford truck. Barganski allegedly took possession of the Ford truck but never completed the work on the Lincoln. Others with similar stories have come forward and Barganski has since been arrested for three dozen felony charges including grand theft, embezzling, and forgery, as well as theft from an elderly person. Quinn is one of 20 named in the complaint against Barganski.

Quinn said the car was to be part of his daughter's inheritance and during calls to check on the Lincoln's progress, he was told work was commencing. It wasn't until three years after Quinn left the car with Barganski that his daughter received a call telling her that it had been spotted in a field.

If you have a cool photo to share, email oldcars@aimmedia.com or send us a note to *Old Cars* at 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.



Reader Photos



Randall Christensen's 1931 Chrysler CM6 is a matching-numbers original. "It was in the movie 'Public Enemies' — all of three seconds in the first bank robbery scene," Christensen says.

"I am the third owner and have every paper from purchase on. When it was purchased new the buyer had several options added, such as a second spare with fender

and cover. A truck also. To give you some perspective, that year Ford produced 4 million of their four-door model. The fledgling Chrysler company, at seven years old, made 27,000 of this model. There are only 77 still alive, but this is the only true survivor according to the Chrysler Museum. The only item changed were the tires and a fresh coat of wheel paint."



Corvette, Chrysler clubs get full service from

Car clubs that serve the interests of members offer publications geared to their audience. Here are two examples:

Issues of *Chrysler Tonic* are dedicated "to help promote efficient clubsman-ship," so the title banner states. Editor Carol Morice (following in the steps of editor emeritus Andy Jugle) pro- vides a no-nonsense and to-the-point, stapled, non-color, 10-page (five sheets) monthly newsletter. A single "forever" stamp brings it to a member's mailbox. In effect, there is efficiency of cost coupled with the need to convey news in this era when many club members rely on the U.S. Postal Service rather than the Internet to convey news.

Inside a recent issue, news was conveyed and officers were listed with contact information, thus promoting the virtue of democratic representation. The president offered a one-page report containing news on membership and words about a coming presentation on a gigantic car show a former member attended in Sweden — a nice international touch. Reports on recent events, coming shows and tidbits on membership updates plus a classified ad section rounded out the issue. Overall, the membership was kept informed at low cost.

Taking a more costly tact is *The Bonding Strip*, Southern California Chapter of the National Corvette Restorers Society (Jamie Fiffles, editor). A recent issue carried 32 pages in



color, mailed by envelope — which can be costly but serves a stellar purpose by carrying a wealth of information to foster membership. There are similar sections covering most points that the *Chrysler Tonic* promoted. With extra pages, there are additional features as a fine incentive for readership.

The cover car five-page article was by John Seeley on his 1965 "Fuelie" by Duntov. Seeley traced his dream of ownership and how he succeeded. The text was supported by color visuals indicating that the sellers' "low price was my high price" in 2012 when the car was for sale. The issue also has pages honoring members for achievements, and a feature by Joe LeMay about replacing the harmonic balancer seal, a nice techie-type installment with color pictures. Much more follows, but you get the idea.

Two clubs, different memberships, but both served by excellent club publications. Encourage your club's officials to institute a fine publication that will meet your club's needs, also!

Chrysler Product Restorers Club
Northern Illinois Region, WPC Club, Inc.
22 Eagle View Lane
Oswego, IL 60543

California Chapter National Corvette Restorers Society
c/o Don & Carol Troyer
1234 Sierra Vista Ave.
Alhambra, CA 91801

VINTAGE AD OF THE WEEK

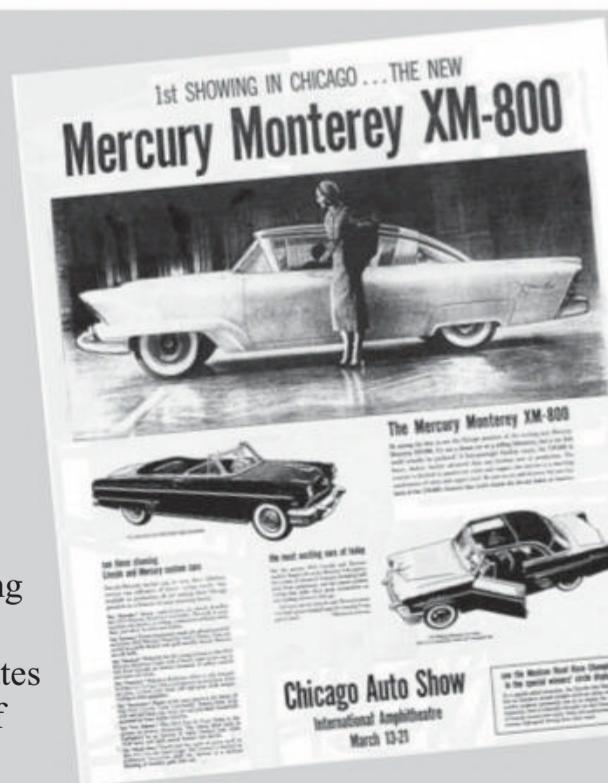
By M.J. Frumkin

An ad from 1954 featured the Mercury Monterey XM-800 prototype; a '54 Mercury Monterey Sun Valley with transparent top; a Lincoln Capri convertible and a list of seven Lincoln-Mercury custom cars making their Windy City debuts at the Chicago Auto Show.

Touted as not a dream car or a rolling laboratory, the pearlescent white with copper XM-800 hardtop offered attributes "that could change the driving habits of America."

Not shown, but described in the ad, are the Lincoln-Mercury show cars, all based on 1954 models.

The *Resorter*, a "jaunty" Monterey convertible, was painted Venetian Blue; a Monterey four-door sedan labeled *Fantasy*, had a gleaming Orchid-and-White body; while the



Carnival Monterey coupe wore a "festive spirit" interior of Yellow Confetti and Siren Red vinyl.

Nearby was the *Premiere*, a "forward-looking" Lincoln Capri sporting a transparent top panel.

Also, Lincoln presented the *Huntsman*, a Capri convertible in Ermine White with red and black top and a classic black *First Nighter* Capri sedan had a cockpit of white checked ceiling, white vinyl seats and black patent leather seat shields. Show car number seven, based on the Lincoln Capri coupe, was the pearlescent Frost White *Mardi Gras*, displaying a cabin upholstered in ice-

blue, gold and red.

The unique Lincoln-Mercurys at the Chicago show in 1954 were billed as "forecasts to the public of their motoring future." The XM-800 prototype survived to the future; did any of the other production-based show cars?



Q. I am trying to find a Y-pipe for my 1965 Plymouth with a 318-cid V-8 engine. I would like to keep it original with single exhaust, since my dad bought it new. I have tried Rock Auto, NPD, Summit and others with no success. Can you please help me locate one?

—Ron Patyski, Valier, Ill.

A. Off-hand, no, but we have a resourceful readership and some of them might have hints. No doubt there are some NOS parts lurking somewhere in the country. Actually, a good exhaust shop should be able to replicate almost anything if you've got a pattern.

Q. I'd like to find out if you can identify this touring car.



—Mary Davis, via Facebook

A. Cars of this era can be difficult to identify by sight, as many of them look alike. In this case, however, the radiator is quite distinctive. It's a Flanders 20, built in 1911 or 1912. Walter Flanders (1871-1923) is one of the long-forgotten pioneers of the auto industry. From 1906 to 1908, as Henry Ford's production manager, he helped give birth to the Model T. In 1908, with William Metzger and Barney Everitt,

he co-founded the E-M-F Company, its name taken from the principals' initials. The car they conceived was intended as a mass-market moderately priced vehicle, but by the time it came to market, Ford had really taken charge of the whole industry. It didn't help that E-M-F cars had many teething problems, and Metzger and Everitt left. Studebaker ended up taking over E-M-F in 1912, but Walter Flanders had embarked on a low-priced car of his own, the Flanders 20, in 1910. A four-cylinder car priced at \$750, it sold barely 30,000 cars in three years. Ironically, Walter Flanders was a victim of his own success, as the production processes he had put in place for Ford ensured that his former boss could underprice and out-sell his own car. The Flanders 20 was history by 1913.

Q. Shortly before LeBaron Bonney closed its doors, I purchased material to re-do the lower seat of my 1948 Nash Ambassador. I would now like to do the back. Does anyone know who purchased their inventory? I still have the sample card with material and number from LeBaron Bonney.

—Mark Bartow, Waupun, Wis.

A. We delved into the LeBaron Bonney closure in the Feb. 20 Q&A without unearthing new information. You're the first person to write in since then. I don't see any internet intelligence dated more recently than 2019. Anyone have anything to offer? Alternative suppliers?

Q. You are doing your readers a great disservice by ever recommending using a trickle charger. I

think you meant a battery maintainer (self-regulating). A trickle charger will over-charge (it never shuts off) and ruin a lead-acid battery. Otherwise, I agree with your answer.

Three years ago, I replaced a 26-year-old Delco battery in my 1962 Corvette. Of course, I "had" to buy another Delco. When I told the counter guy of my experience, his reply was "[i]f more people knew about that, we'd sell a lot fewer batteries." I currently have six cars with battery maintainers (float chargers) on them anytime they are sitting for more than a month.

My opinion: keep a battery at full charge and it will last a long, long time. I don't always expect 26 years. My 1975 El Camino has the same battery that was in it when I bought it in 2000. I rarely drive it, but I can depend on it to start every time. Trickle chargers and battery maintainers (float chargers) are totally different "animals"!

—Chuck Garber, Omaha, Neb.

A. I think you're referring to the Jan. 30 Q&A, in which a reader was worried about his battery freezing in an unheated garage. I used the description "self-regulating trickle charger," which is perhaps a contradiction in terms. For prolonged use you should certainly use a so-called battery minder, battery tender or, as you describe it, battery maintainer. My own experience is limited to old-school "dumb chargers" that must be monitored to determine when the battery has received a full charge. My current charger is a dual-voltage six- or 12-volt unit I've had for 50-plus years.

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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THE LAST BIG 3 SWAP MEET?



After 53 years, San Diego event ends on a wet note

STORY AND PHOTOS BY PHIL SKINNER

Back in the winter of 1966, San Diego chapters of three national clubs came together to present one of the first vintage car part exchange events on the West Coast. The chapters — representing the Antique Automobile Club of America, the Horseless Carriage Club of America and the Early V8 Ford Club of America — staged their event at a local shopping center. About 50 vendors were on hand, and thus was born the Big 3 Swap Meet.

The following year, the Big 3 Swap Meet quadrupled in size with more than 200 vendors, so larger facilities had to be located. As the event continued to expand during the early 1970s, the city of San Diego passed an ordinance that negatively impacted the meet, so event organizers looked to the nearby city of El Cajon. In 1980, San Diego changed its ordinance to allow groups such as car clubs to have limited meets, at which time the Big 3 Swap Meet moved to what was then called Jack Murphy Stadium.

Operation of the Big 3 Swap Meet was taken over by a commercial operation with a portion of the proceeds

still benefiting each of the founding car clubs, and for the next 40 years, this annual “winter fest” of vintage parts has flourished by offering free parking and free admission to the vendors. However, with loss of revenue from other sources, the stadium started to charge a parking fee a couple of years ago. Then the announcement came that due to the

planned demolition of the 50-year-old stadium to make way for commercial and residential development, the Feb. 20-22, 2020, Big 3 Swap Meet in San Diego would be the last — unless a new venue could be located.

As a going away “gift,” and for the first time ever, an admission fee was charged to swappers in addition to the



A solid and very honest car, this 1953 Chevrolet Two-Ten four-door sedan with the base three-speed transmission had an asking price of \$5800 at the Big 3 Swap Meet in San Diego. The price didn't seem too far out of line.

parking fee. Due to poor planning, the hour-long line in the morning to buy admission snaked around the parking lot and upset a number of visitors.

Once in the swap meet area, sunny skies and pleasant temperatures greeted the swappers. Spread out across more than 80 acres, there was room for 800-plus vendors at the Big 3 Swap Meet. This year, we noticed quite few empty spaces. A car corral was also set up this year with close to 400 spaces, however, we found there were fewer than 20 takers. That doesn't mean there weren't some great cars offered for sale, as most of them were in the swap meet area.

Our group of seasoned collectors roamed the aisles and found several needed parts, some highly desirable literature, a few automotive-related toys and, best of all, great conversation with fellow collectors. While there were quite a few "professional" swappers, the Big 3 has always attracted a good number of hobbyists cleaning out their garages or thinning down their collections.

Several car clubs were also represented, such as the local Studebaker Driver's Club, West Coast Crosley Club, Hudson-Essex-Terraplane Club plus other hobby-related groups and organizations.

We found vehicles offered for sale from the Brass Era up into the 1980s, and this year a surprising number of vintage travel trailers with names such as Aristocrat, Corvette and Shasta. Late Friday night, rain started to fall in the San Diego area and continued through the morning hours, which led to over half the sellers packing up and heading home with only a few hearty swappers daring to pay the \$5 admission fee to walk the sparsely populated aisles. At this point, it appears that 2020 marked the end of a 53-year-old tradition and the Big 3 Swap Meet has fizzled out in a drizzle.



A "sold" sign appeared on this 1964 Chevrolet Greenbrier wagon.



Vintage parts could be found at the Big 3 Swap Meet, such as this radiator and grille for a 1932 Chevrolet.



Station wagons are quite popular at the Big 3 Swap Meet in San Diego. This 1963 Chevrolet Impala wagon was fitted with an inline six-cylinder engine, three-speed manual transmission and air conditioning.



One of the oldest cars offered for sale at the Big 3 Swap Meet was this 1912 Flanders 20 roadster. Asking price: \$12,500.



This odd little roadster stumped us as to its origins until we found that it was based on an early-'50s British Ford Prefect with custom touches, such as the Studebaker taillights.



ABOVE: Very rough but complete, this right-hand-drive 1964 Honda S600 sports roadster was perfect for someone interested in early Japanese cars.



ABOVE: A real treasure on display at the Big 3 Swap Meet in San Diego was this beautiful 1950 Mercury Monterey Sport Coupe.

RIGHT: Looking a bit rough but complete, there was a lot of interest in this 1963 Ford Falcon Sprint hardtop.

BELOW: Among the nearly dozen early V-8 Fords we found at the Big 3 Swap Meet in San Diego, this 1936 Ford five-window coupe was a diamond in the not-so-rough.





ABOVE: Fitted with 292-cid V-8, three-speed plus Overdrive, this sharp 1955 Mercury Custom two-door sedan had an asking price of \$16,000 in the car corral.

BELOW: Original, unrestored and sporting some Minnesota rust, this 1960 Oldsmobile Dynamic 88 convertible still attracted several lookers at the Big 3 Swap Meet.



ABOVE: There was a lot of interest in this 1950 Plymouth Deluxe Business coupe wearing Ohio license plates with a \$12,500 asking price.

BELOW: Starting with a mid-1970s Imperial Mod-
el T164 motorboat and adding a chassis and run-
ning gear, this odd vehicle was offered for sale at
the Big 3 Swap Meet.



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Studebaker Parts - Engines - Transmissions - Misc Parts:

Studebaker Parts: 8' Pickup Box; Tailgate; Pickup/Truck Doors, 1) L & 2) R; 2) '47ish Fenders, L & R; Painted Bumper; 3) '50ish Grills; Wheels; 3) Radiators

Studebaker Engines: 2) Flathead 6-Cyl Pickup/Truck w/4-Spd Trans; Flathead 6-Cyl Car; 289 V8 w/Trans; **Chevy** 327 V8 Eng, Balanced & Blue Printed w/Finned Alum Valve Covers & Power Glide Trans; Misc Parts Aermotor Windmill w/30' Steel Tower; Fry Visible Gas Pump Model 73

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MENTION OLD CARS WEEKLY TO SAVE \$25

The 1957 Chrysler 300C shortly after Bob Brown and George Collar began its disassembly. Note the air cleaners for the dual-quad 375-hp Hemi on the deck lid.



FOUND!

*1957 Chrysler 300C
worth the wait*



The 1957 300C when it arrived at Collar and Brown's home.

BY ANGELO VAN BOGART,
WITH BOB BROWN

Bob Brown and George Collar of Wisconsin Rapids, Wis., have been collecting "Letter Cars" for decades — especially convertible versions. By "Letter Cars," they mean big-finned Chrysler 300s (300-D, 300-E, 300-F, etc.) and Chevrolet Corvettes (C1, C2, C3). Other big-finned MoPar products from Dodge, De Soto and Plymouth have joined the fray, but throughout their years of collecting, Brown and Collar have never been able to land a 1957 Chrysler 300C, the first year that fins on Chrysler Corp. cars really took off toward the sky.

"We missed out on the purchase of several Chrysler 300Cs for the entire period of collecting," Brown said. "They were either beyond our price point, or we were too late to the party. We had always hoped to add a 300C rag or hardtop, but they eluded us."

They were beginning to think a 300C just wasn't meant to be.

From tracking all manner of old cars and restoring and showing their "Letter Car" collection, Brown and Collar have cultivated many connections. One of them was with a man from their own town who regularly stopped by the annual finned car display at the Iola Car Show in which Brown and Collar participate.

More than a decade ago, a man began stopping at the display to speak to Brown and Collar about "Letter Cars." It wasn't until after several years that the man mentioned he had a "Letter Car" of his own: a desirable Chrysler 300C with the beautiful first-year "Forward Look" design and the 392-cid Hemi V-8 with dual four-barrel carburetors — the Chrysler 300 that Brown and Collar desired most.

"He would come faithfully to the Iola Car Show year after year and we would always talk," Brown said. "Finally, he mentioned that he had a 1957 Chrysler 300C, which he intended to restore, and that's why he was asking so many questions. I asked if I could visit him someday and see his car, and the response was always, 'When I get it restored.'"

The cycle repeated for many years without Brown ever seeing the car, so he began to wonder if the 300C actually existed. Then, one year, the man stopped showing up at the fin car display at the show. Brown later made contact with the man's daughter and learned he had passed



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When Collar and Brown finally inspected the 300C, they found it in dry storage, but it had previously been stored in a barn for decades. The clean egg-crate grille was a feature of the 300C.



The Chrysler 300C was complete and solid — particularly for a Wisconsin car. Just 484 Chrysler 300C convertibles were built alongside the 1918 Chrysler 300C hardtops.



Collar begins cleaning their barn find.

away. About once a year, Brown would make contact with the man's daughter and eventually learned the car had gone to her mother, and then her. She said her dad had instructed her to call Brown and Collar if she decided to sell the 300C, and she planned to honor his wishes.

Finally, in 2018, Brown was invited to see the car himself during his annual call to the daughter. He would finally learn if the 300C was imaginary or truly existed.

"It was winter, two feet of snow and ice, the car was covered with a half inch of dirt and filth, the windshield and side windows were so dirty that you couldn't see the interior until you opened the doors," Brown said, "but the excitement of seeing it for the first time made the cold less of a problem!"

Under the dirt and dust, Brown and Collar indeed found a 1957 Chrysler 300C with 1965 Wisconsin plates and 58,000 miles on the odometer. It was painted a desirable Guaguin Red color and, to boot, it was a very desirable convertible version. In their inspection, they noted the driver's rear fender had been damaged at the fin tip and learned that was how the car came to be parked with relatively few miles and so early in its life.

"I was told that the car had rolled down a hill at the farm decades earlier and hit an oak tree," Brown said. "It didn't do the car any good, but the oak tree was just fine! That's when Dad parked it 54 years earlier."

Brown learned the Chrysler 300C had been sold new at Universal Motors in Chicago. Robert Ruhs bought it as a used car on April 15, 1964, from the original owner, who was then living in Milwaukee. Just one year after buying the 300C, Ruhs parked after it rolled into a tree. He had only enjoyed it for one year.

True to his word, Ruhs had planned to

restored the 300C and in his five decades of good intentions, he had acquired a spare 1957 Chrysler rear fender to repair the tree-damaged fender, as well as a few other parts.

Upon opening the hood during their inspection, a problem was discovered — the entire engine was gone! Not to worry, the daughter assured them; her father had set it aside for a rebuild.

They were later taken to the engine at its longtime resting place, the dirt floor of Ruhs' barn. The exotic external components such as carburetors, the unique 300C air cleaners, manifolds, Hemi valve covers and all other parts were present and accounted for.

Being stored for so many years had saved the Chrysler 300C from the ravages of most Wisconsin winters, leaving it in relatively good condition. However, it also meant the car would need restoration of all its components.

Now the excitement was building — would Brown and Collar finally get to add the 300C to their collection? And had they found *their* car just miles from their home? There were no definitive answers that day; they would leave knowing they'd have to continue the patience they had been practicing for years.

Finally, in 2019, the owner called to

say she was ready to sell the Chrysler 300C her father had left her. Were Brown and Collar still interested? The answer, of course, was yes.

"We talked several more times last summer and finally came to an agreement to purchase the car," Brown said. "We promised to give the car a good home and a complete restoration as her father had always wanted."

"Best of all, our search was over — this example would complete our 300 ragtop collection!"

Upon completing the purchase, Brown and Collar verified the car's numbers and learned it was indeed a very desirable Guaguin Red 1957 Chrysler 300C convertible with its original 392-cid Hemi.

Work immediately began preparing the 300C for restoration. Coincidentally, the unibody restoration was just wrapping up on their 1960 Chrysler 300F convertible, so "the timing couldn't have been better," Brown said.

Already, the 300C engine has been rebuilt, the interior restored, and Brown notes new parts are arriving on an almost-daily basis. He and Collar hope to display the last letter of their "Letter Car" collection in 2021.

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READER STORY



Found! Pierce-Arrow pair

1934 & 1936 Pierce-Arrows uncovered in barn

By Jack Lukeman

Afew years ago, a good friend told me her father had a couple of old cars in the barn, but he would never consider selling them. Since it was quite a distance from me, I never pursued it. One day, I happened to be in that area and called the elderly gentleman and asked if I could at least stop by and take a look. He agreed to that, apologizing for the cars' dirty condition. When we slid the barn door open, I saw two Pierce-Arrows sitting on blocks. One was a 1934 convertible coupe with a V-12 and the other a 1936 sedan with an 8-cylinder. They had been in the barn for more than 50 years and had an inch of dirt on them.

After looking them over as best as I could, I asked if he would ever consider selling them. He said no, because he had hopes of restoring them. I thanked him for showing me the cars and started out the door. He said, "Wait a minute! Do you really want them?" I told him I'd love to have them if I could afford them. He made me a price that was more than fair and I bought both.

When we picked up the Pierce-Arrows and removed them from the blocks, all eight tires were still holding air.

Both cars are now in our car display awaiting restoration.

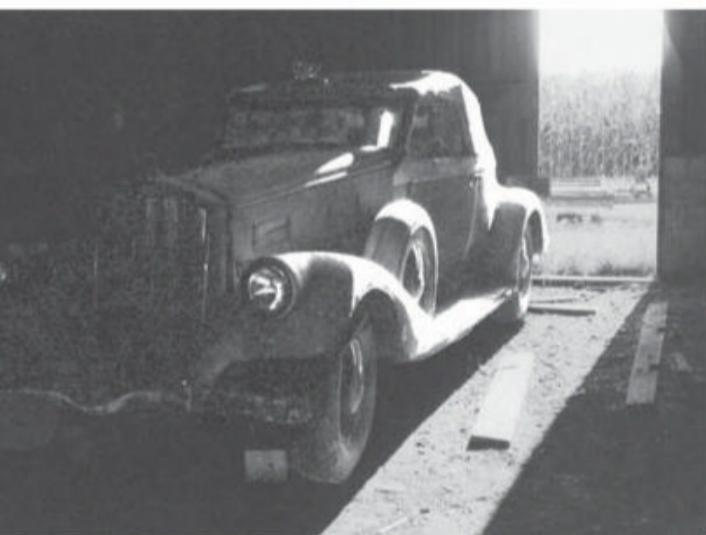
The 1936 Pierce-Arrow sedan is powered by the eight-cylinder. Note the archer hood ornament is even in place.



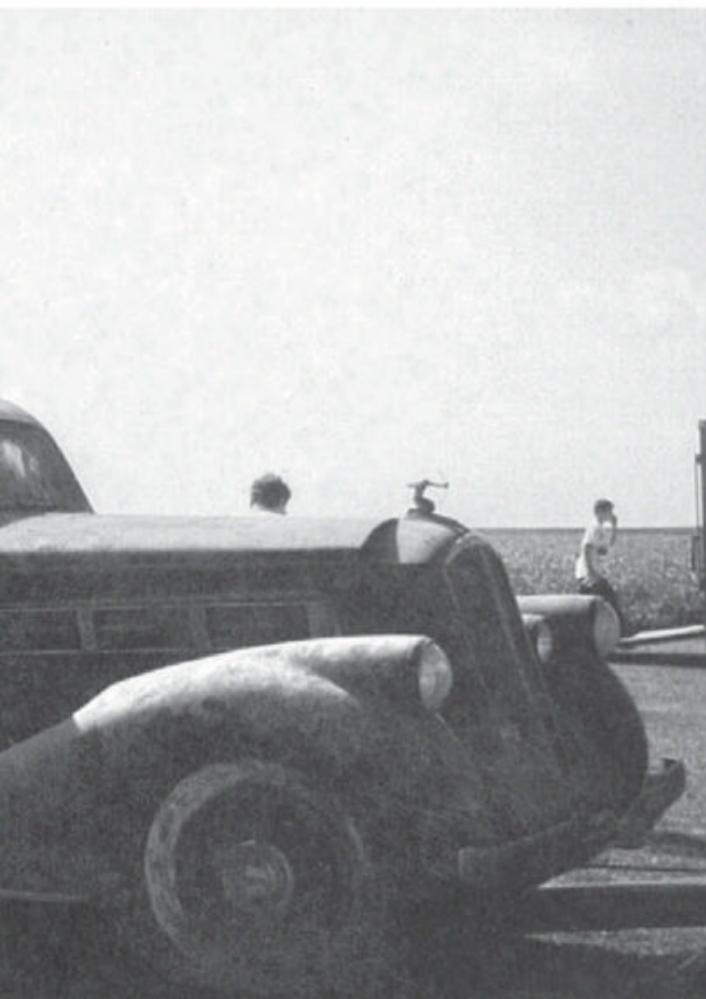
OPPOSITE: Inspecting the 1934 Pierce-Arrow in the barn where it was found. Note the sealed-beam headlamp conversion.



ABOVE: A first look at the 1934 Pierce-Arrow convertible coupe after it was removed from the barn.



ABOVE: The 1934 Pierce-Arrow 12-cylinder convertible coupe as it was discovered in a barn.



SPOTLIGHT ON 1936 & 1938 PIERCE-ARROWS

Pierce-Arrow, one of America's premier automobile builders, was in deep trouble by 1934. The Buffalo, N.Y.-based company had been incorporated to build automobiles in 1901 but seeing the writing on the wall for independent manufacturers, merged with Studebaker in 1928. Pierce-Arrow had been a quality over quantity car maker, yet the merger did help Pierce double its production to 10,000 cars for 1929. The collapse of Wall Street in late 1929 made the success short lived.

In late 1931, the company offered the V-12 it had been developing to complement its eight-cylinder offerings, but it couldn't save the company. The Great Depression was hard on all manufacturers — especially independents, and especially luxury independents — and in 1933, it went into receivership. Pierce-Arrow officially severed from Studebaker with the receivership.

A fresh line of Pierce-Arrows debuted for 1934 with more rounded body lines, but still with the company's trademark headlamps fared into the front fenders. The radiator shell became painted instead of chrome-plated and, in another modern touch, the radiator cap was hidden under the hood. Pierce-Arrow's famous "archer" hood ornament remained at his perch atop the radiator shell, but now was bolted in place rather than doubling as a radiator cap.

According to the Pierce-Arrow Society (www.pierce-arrow.org), the 1934 lineup initially included three models, one a straight-eight (840A) and two V-12s (1240A and 1248A). The 840A used a 385-cid straight-eight engine mounted in a 139- or 144-inch wheelbase chassis. Ten body styles were available ranging in price from \$2,795 to \$4,995. The 1240A and 1248A cars used a 462-cid V-12 engine. The 1240A was available in nine body styles on a 139- or 144-inch wheelbase chassis. The 1248A used a 148-inch wheelbase chassis. Custom coachwork by Brunn was available. Prices for the 12-cylinder cars ranged from \$3,195 to \$7,000.

In the spring of 1934, Pierce-Arrow added the 836A targeted toward a larger audience since it was priced lower at \$2,195 to \$2,395. It was powered by a 366-cid straight-eight engine mounted in a 136-inch wheelbase chassis. It also used a different grille design than the other 1934 cars, and did not have the Pierce-Arrow archer on the radiator shell.

Despite the new cars, Pierce-Arrow was bankrupt by August 1934. Only 1,740 cars were sold that year. Attempts to merge with Auburn and Reo failed, according to the Pierce-Arrow Society. Pierce-Arrow president A.J. Chanter arranged for loans to keep the company afloat. Conditions of the loans required the Pierce-Arrow Motor Car Co. to reorganize as the Pierce-Arrow Corp., limit production and liquidate all of the factory-owned dealerships. Pierce-Arrows were then sold only through independent dealers.

Pierce-Arrow sales continued to plummet. In 1935, just 875 were sold followed by 787 in 1936, the year in which a slightly restyled Pierce-Arrow with many improvements was offered and still, Pierce-Arrow was building 8- and 12-cylinder models. By 1938, the last year for the company, only 26 were sold. The last Pierce-Arrow was built for Pierce-Arrow Chief Engineer Karl Wise from parts he had secured from the company's receivers.



Final Fleetwood

Cadillac's last traditional sedan maintains strong following

By Angelo Van Bogart

One does not drive a Cadillac Fleetwood; he commands it. Nor does a passenger simply ride in a Fleetwood; he experiences it.

Few cars had the completely restyled 1993-1996 Cadillac Fleetwood's presence at speed or rest. It was America's largest new car during that period at 225.1 inches long — a sure-footed 18 feet, 9 inches. By any measure, it was a large car in dimension and personality. The design was heavily inspired by Cadillac's sleek 1988 *Voyage* sedan and 1989 *Solitaire* coupe concepts. Variations of these concepts' shield grilles, composite headlamps, skirted fenders, brightwork around the entire lower perimeter and even the *Voyage*'s profile all made it to the production 1993-1996 Fleetwood. For Cadillac customers, that meant a handsomely updated Fleetwood that beautifully blended traditional Ca-



The interior of the 1993 Cadillac Fleetwood and Fleetwood Brougham incorporated a more modern instrument panel and gauges than their predecessor, which essentially dated to 1977. Otherwise, the big Cadillacs featured traditional Cadillac luxury with greater plushness between the Fleetwood Brougham and its slightly less-plush Fleetwood counterpart.

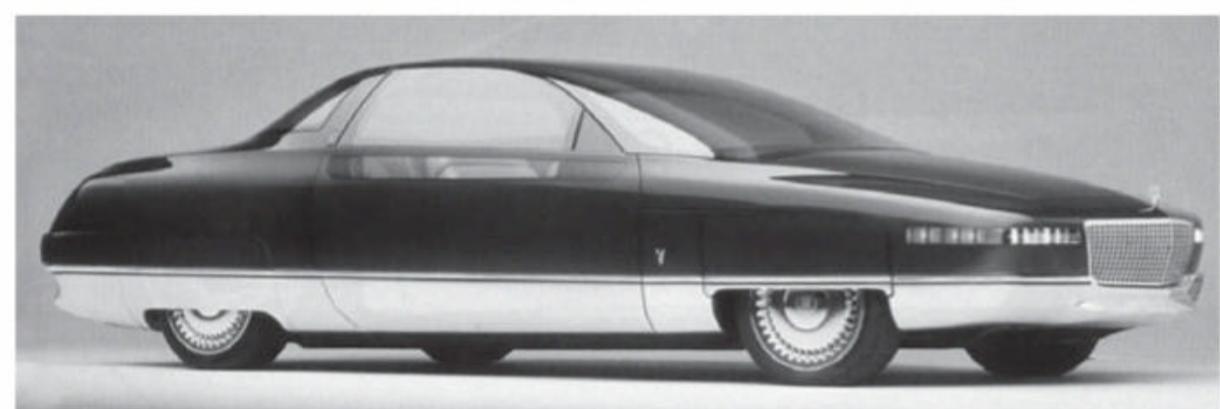
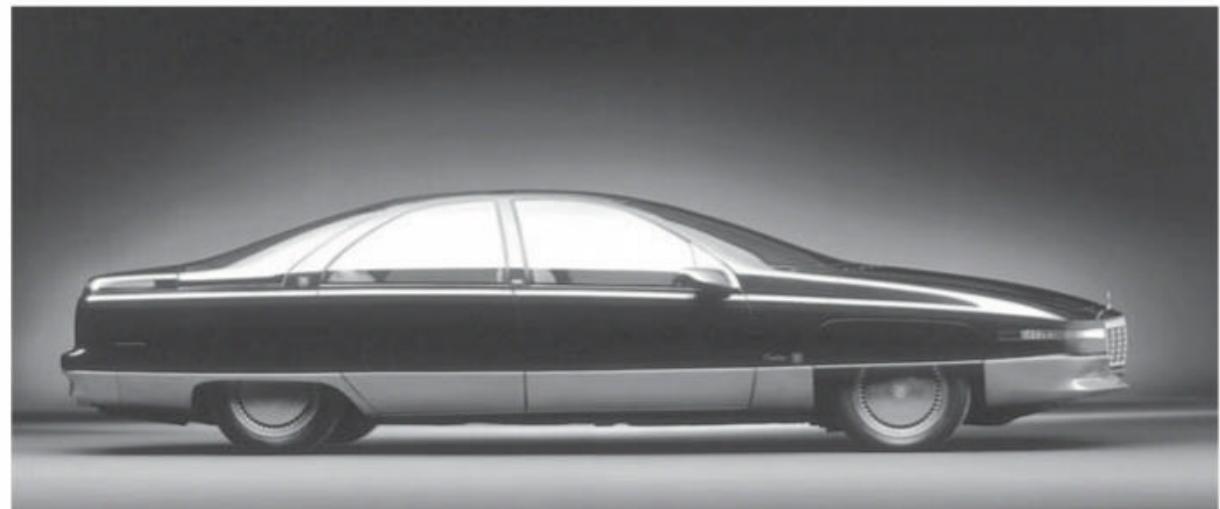
OPPOSITE: Before trucks became suburban commuter vehicles, Cadillacs were often trusted to pull travel trailers. Fleetwoods were so traditional, they remained up to the task.

dillac luxury with the sleekness expected by 1990s auto buyers.

The new 1993 Fleetwood debuted at Cadillac's 90th anniversary, but quietly so. The company was still riding the wave of mainstream popularity of the European-styled Seville and Eldorado, which were completely new for 1992. Then 1993 brought the new Northstar engine, which further stole the spotlight from the new Fleetwood, and it could have used some light shone on its name since it had been shuffled over the previous years.

The 1993 Fleetwood replaced the 1992 Brougham, the full-size, rear-wheel-drive Cadillac with styling that basically dated to 1977 with a moderate facelift in 1980 and a minor facelift in 1990. From 1987 to 1992, the Fleetwood name was only used on the front-wheel-drive Fleetwood Sixty Special model based on the deVille.

Early factory photos of the new full-size, rear-wheel-drive 1993 Cadillac show a "Brougham" script on the doors indicating the big Cadillac may have continued to be called the Brougham into 1993. However, when the car hit showrooms, it was officially a



The 1988 Cadillac *Voyage* sedan (top) and 1989 *Solitaire* coupe (bottom) concept cars provided some of their design features to the 1993-1996 Fleetwood. The Fleetwood, in turn, predicted the 1994 *DeVille* styling.

Fleetwood again. The front-wheel-drive model was then simply called the Sixty Special for 1993, completely giving the Fleetwood name back to the big, traditional rear-wheel-drive Cadillac.

The 1993-1996 Fleetwood would be Cadillac's last traditional full-size, rear-wheel-drive luxury sedan. This final

Fleetwood would also be America's last passenger car to be fitted with chrome-plated metal bumpers. It also continued Cadillac's traditional vertical taillamp theme and tombstone-type grille. Even though Cadillac's rear-wheel-drive model had been the most dated-looking Cadillac since the deVille became front-

This pre-production 1993 Cadillac has "Brougham" on the trim of its doors and "d'Elegance" on its C pillar, indicating Cadillac almost continued using that nomenclature instead of Fleetwood on its big, rear-wheel-drive models.



From 1987 to 1992, all Fleetwoods were based on the front-wheel-drive deVille and were called Fleetwood Sixty Specials. In 1993, the Fleetwood name went back to the big rear-wheel-drive Cadillac, and the front-wheel-drive car was simply called a Sixty Special (below).



wheel drive in 1985, the 1993 Fleetwood actually predicted the styling of the restyled-for-1994 DeVille.

Not only did the last Fleetwoods have the look, they had the go. Only the 185-hp 5.7-liter V-8 was available in 1993 (it had been optional in 1992), and in 1994, a new 5.7-liter V-8 was the only engine offered. This Gen II 5.7-liter V-8, a variation of the Chevrolet Corvette LT1 engine, significantly boosted horsepower to 260 hp for 1994. The Gen II 5.7-liter didn't make the Fleetwood a race car, but one magazine drag raced a new Buick Roadmaster, which shared its chassis with the Fleetwood, and produced great tire-spinning action at the Christmas tree.

Fleetwoods may not have been as popular as their rival Lincoln Town Car, but they have a following today. (The Town Car outsold the Fleetwood almost 4 to 1 in 1993 and more than 6 to 1 in 1996.) Collectors and fans prefer their Fleetwoods dressed with the Brougham package, which added different aluminum wheels, a vinyl roof

covering (which could be deleted), and a slightly more plush interior along with a different rear axle ratio. The 1996 Cadillac Fleetwood Brougham is the most desirable of all, partly because it was the last Fleetwood and partly because of the

'The 1993-1996 Fleetwood would be Cadillac's last traditional full-size, rear-wheel-drive luxury sedan.'

refinements made over the model's four-year life. Late Fleetwood Broughams with the chrome-plated wheels are especially sought.

As a whole, the final Fleetwood is a reliable machine. The Fleetwood chassis was not only shared with the 1991-

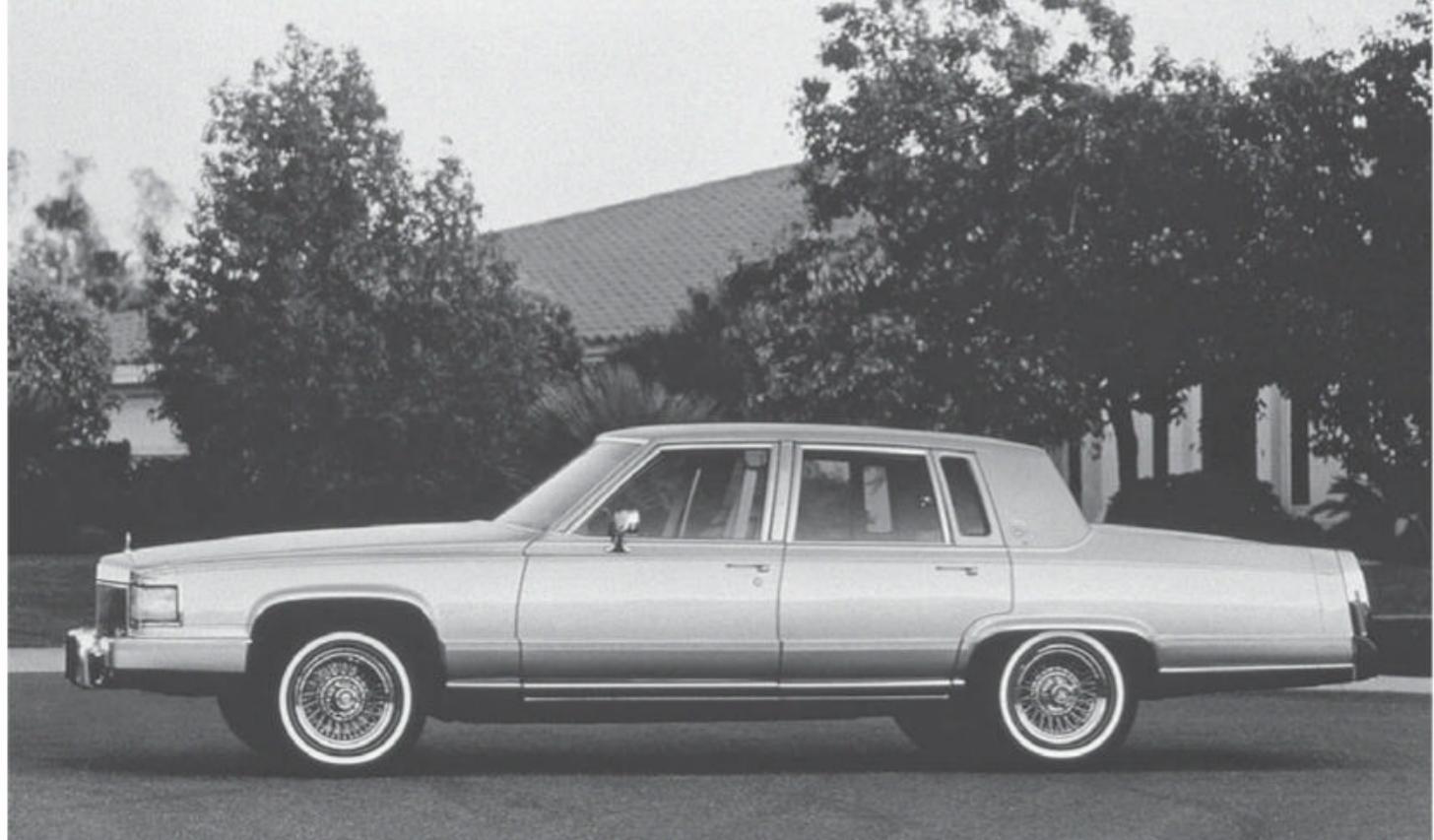
1996 Roadmaster but also the Chevrolet Caprice, and 5.7-liter-powered Caprices dutifully survived the rigors of police duty with flying colors. GM touted its Fleetwoods with the Gen II 5.7-liter as not needing a tune-up for 100,000 miles,

partly due to their new Opti-Spark angle-based spark delivery system. It sounded great and definitely worked beyond 100,000 miles, but at about 150,000 miles, the Opti-Spark brain usually needs replacement. This requires removing the water pump and installing a GM-sourced Opti-Spark replacement as aftermarket units often lead to more issues. There can also be an occasional electrical gremlin, sometimes with the PassKey theft-prevention ignition, that frustrate owners. The cars also suffer a bit from typical GM cost-cutting (quality-cutting) measures, especially in the interiors. However, these cars are famous for going well beyond 200,000 and even 300,000 miles, even without strictly following maintenance schedules.

As with any car, especially a late-model collectable, finding a low-

RIGHT: Cadillac's Brougham, the 1993-1996 Fleetwood's predecessor, which wasn't referred to as a Fleetwood from 1987-1992.

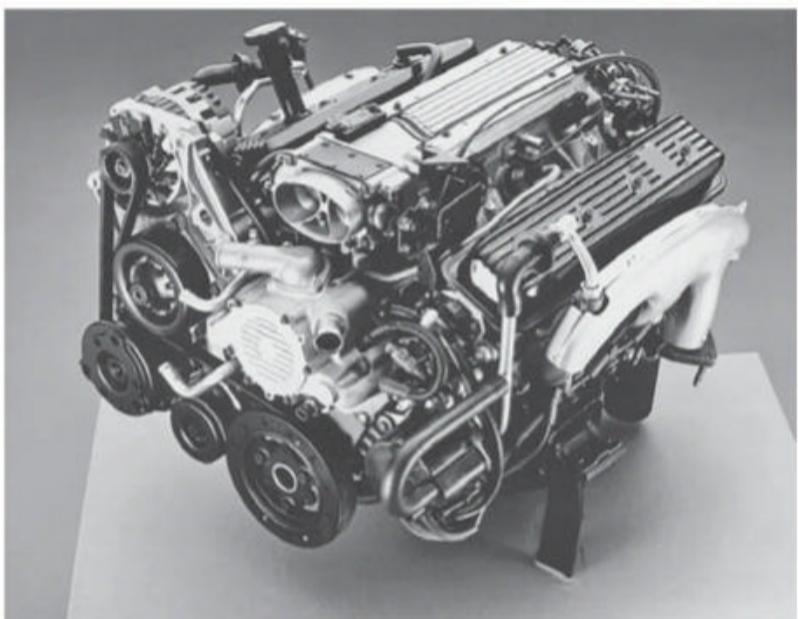
BELOW RIGHT: The new-for-1994 Gen II 5.7-liter (350-cid) V-8 used in the Fleetwood and Fleetwood Brougham. This engine is pictured without its recognizable triangular black plastic cover. Many hobbyists refer to this engine in a Fleetwood as a "Corvette LT-1," although the Gen II in a Fleetwood is technically different than the Corvette LT-1.



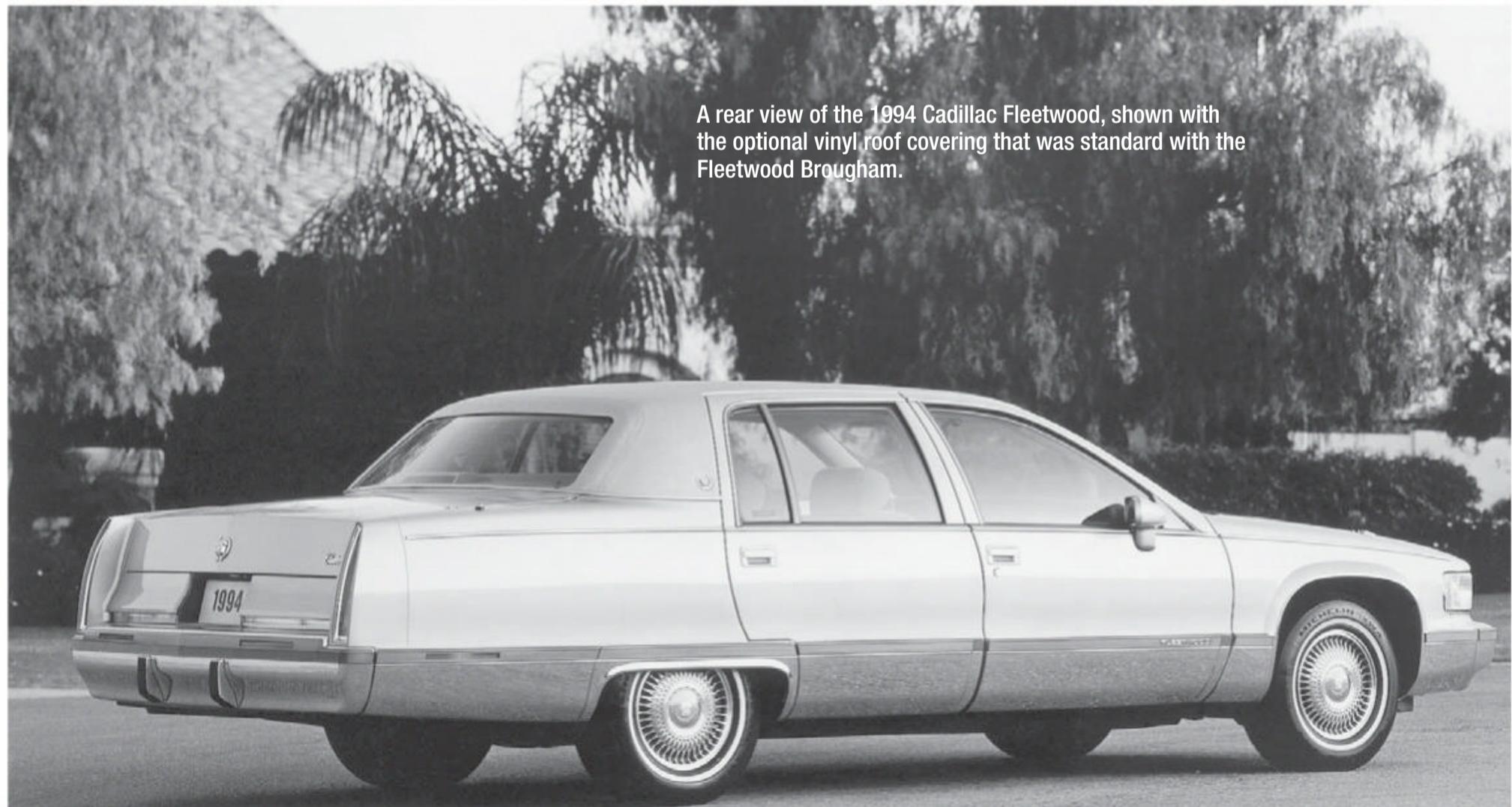
mileage example is preferable to a project car. Fleetwoods and Fleetwood Broughams in the 50,000-mile range can be found priced around \$10,000. We've seen some dreamers with time-capsule Fleetwood Broughams sporting fewer than 1,000 miles priced at more than \$100,000 — but the cars were still for sale last time we looked. Fleetwoods and Fleetwood Broughams in the 50,000-100,000-mile range are generally priced from \$5,000-\$7,500, but don't be afraid of an example that has crossed the 100,000-mile mark. These cars are just broken in and are bargains in the \$3,500-and-up range.

As a postlogue, the Fleetwood name did return to a Cadillac after 1996, but it was on a front-wheel-drive DeVille with its wheelbase extended by coachbuilder Superior. These Fleetwood Limiteds were built for the 1998 and 1999 model years and while interesting and rare, do not have quite the same following as the rear-wheel-drive Fleetwood models that immediately preceded them.

OC



A rear view of the 1994 Cadillac Fleetwood, shown with the optional vinyl roof covering that was standard with the Fleetwood Brougham.





Rétromobile in Paris

The best reason to visit Europe in winter

Story and photos by Kit Foster

The French have a word for it: Rétromobile. You won't find it in a French dictionary, but it translates roughly as "old car exposition" or "historic automobile event." It's been happening in Paris every February since 1976, and it is the largest indoor winter car event in Europe. This year's event ran for five days, from Feb. 5-9.

Not a car show, per se, Rétromobile brings together automobile manufacturers, car clubs, classic car dealers, book and literature sellers, and vendors of parts and automobilia. The automaker displays, while showing some current models and occasional future concepts, are always tilted toward cars of their heritage. The French "Big Two," Renault and PSA (Peugeot Société Ano-

nyme, since 1976 the majority owner of Citroën), are always in attendance, usually juxtaposed with European brands

such as Volkswagen, BMW, Fiat/Alfa Romeo and Škoda (now part of the Volkswagen family). The Czech manu-

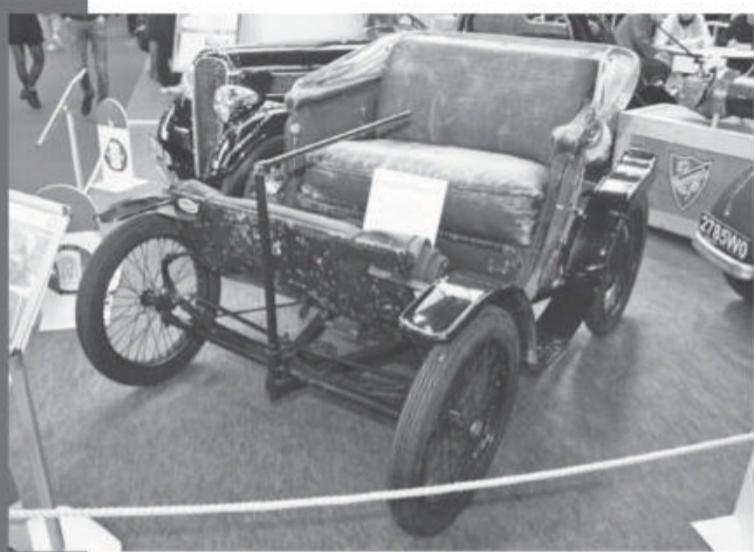


When is a Dodge not a Dodge? When it's a Fargo, a brand Chrysler Corp. used in Canada and overseas. This one was priced at 24,990 euros (about \$27,500).

Renault tractor was outfitted with unusual “Rotapede” tracks.



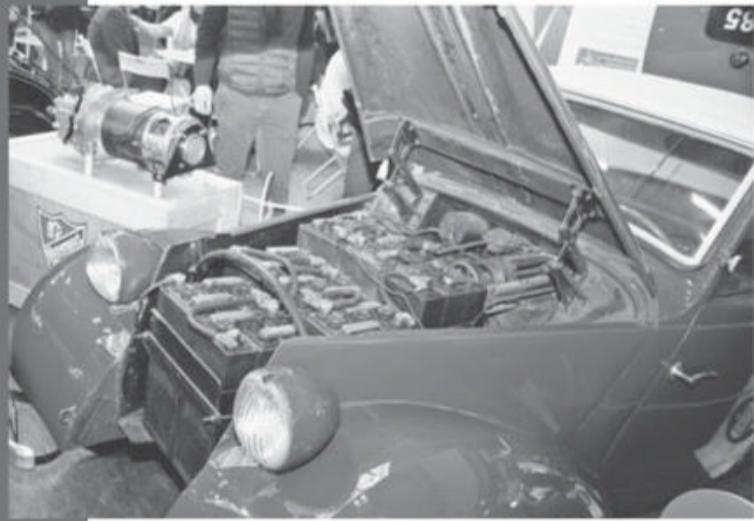
Ettore Bugatti built electric cars, too. This one dates from the 1930s.



Volkswagen Group was celebrating 70 years of the Type 2 with this 23-window Microbus and other styles.



1942 CGE (Compagnie Général Électrique) reveals electric propulsion used during World War II.



facturer Tatra, since 1999 a truck manufacturer but for a century a producer of passenger cars, had a large display of its greatly innovative historic models. Not surprisingly, electric cars are drawing attention and France has its own history with electrics during fuel-starved World War II.

Virtually all the European marque clubs are represented, those with current corporate patronage sharing the automakers' displays, and “orphan” clubs in a “Club Village” are somewhat removed from the main floor. At Volkswagen, it was the 70th anniversary of the Type 2 “utilitare” vehicles, well represented with vans and, of course, a coveted 23-window microbus. An unlikely participant among the clubs was the French Street Rod Association with a flamed Ford Deuce roadster on display.

Rétromobile keeps expanding, now occupying three complete buildings on the Paris Expo campus at the Porte de Versailles. At the far end is *Expo-vente Voitures Moins de 25 000 euro*, in effect an indoor car corral where individuals can offer cars for sale at prices up to 25,000 euros (about \$27,750). Most of the cars were 20- to 30-year-old prestige European makes, but some interesting anomalies had crept in, such as a Fargo-badged 1952 Dodge pickup priced at 24,990 euro, just skirting the price limit.

Adjacent to *Expo-vente* was *Expo Tracteurs*, a huge display of vintage tractors. In addition to familiar brands such as Ford and Fordson, David Brown and Lamborghini, there were examples from Citroën, Alfa Romeo and Renault (Renault *tracteurs*? *Mais oui!*). One of the latter had “Rotapede” tracks (like Caterpillar, but with long plates rather than short cleats).

A corner of the main floor is always reserved for truly pioneering vehicles. Under the banner of the Club des Teuf Teuf were a number of pioneering cars from Musée Automobile de Compiègne and club members (“teuf teuf” comes from the exhaust note of one- and two-cylinder automobiles). Among them were examples of Salmson, Lion Peugeot, Rolland-Pilain and, confirming its worldwide appeal, a curved-dash Oldsmobile. The oldest vehicle present was an 1891 De Dion Bouton et Trépardoux Dos à Dos à Vapeur (back-to-back-seating steamer).

Many car clubs and organizations meet in Paris during Rétromobile week. Among them was the Society of Automotive Historians at the historic Automobile Club de France, awarding prizes for three books in languages other than English (English-language awards having been presented at Hershey in October). Auction firms RM Sotheby's and Bonhams had sales on Wednesday and Thursday evenings, respectively. The French auction house Artcurial staged the official Rétromobile auction on Friday.

Rétromobile 2021 will take place from Wednesday, Feb. 2, through Sunday, Feb. 6. While it's not April in Paris, the City of Light is warmer in the off season than many North American locales. In addition, airfares and hotel prices are quite reasonable at that time of year.



FOUND FORDS

*Treasure hunting in the
'Treasure State'*

BY ROTTEN RODNEY BAUMAN

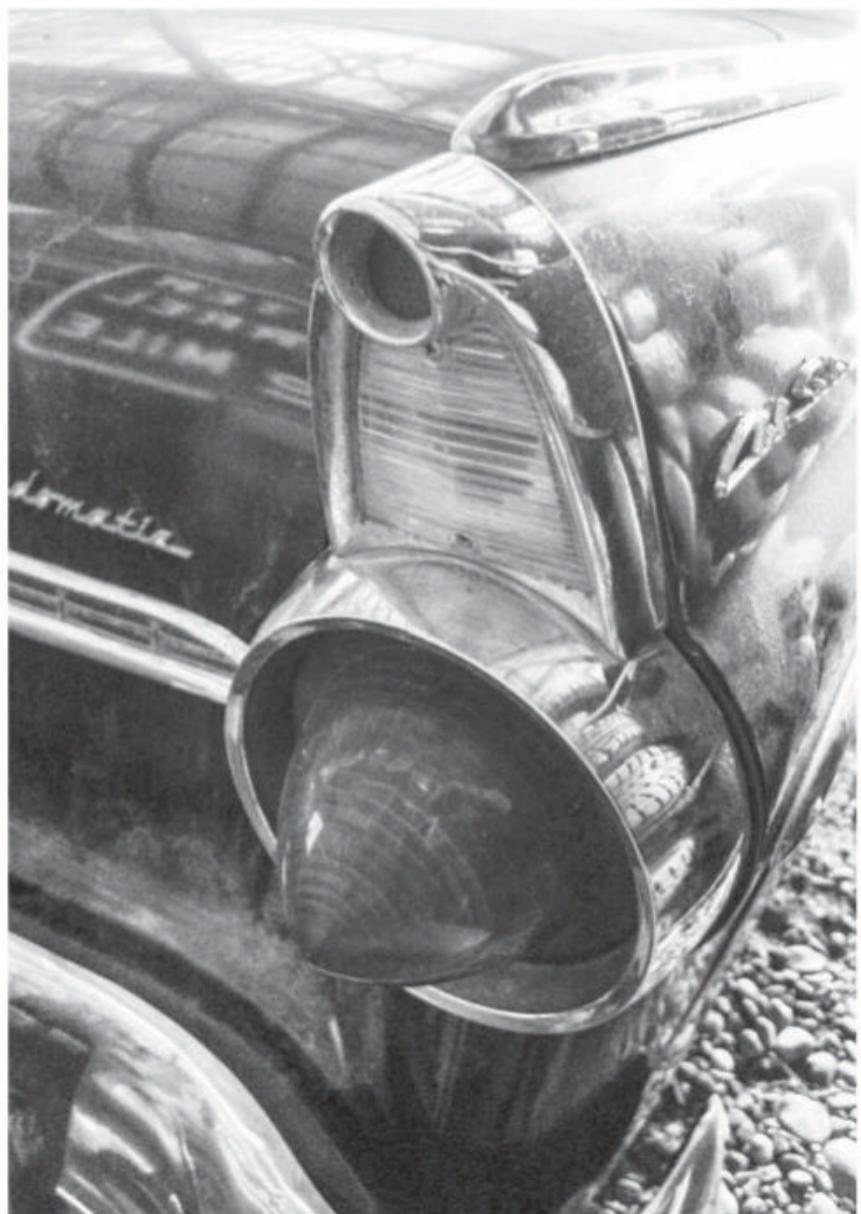
We might spend a lifetime, or perhaps just the better part of one, collecting old car projects for the future. If we've got the space, it's pretty easy to do. Let's say we've got an old car visibly out to pasture. Passersby will likely stop to inform us where others like it languish. Before we know it, they've multiplied and we've got a pasture full of old cars.

Then, later on, we just might come to realize that we're not really going to restore them all. Way out here in Montana, that's the situation our friend, Bill Spurzem, finds himself in today.

If you ask someone out here, Bill has been a preferred source for old cars and parts for many, many years. Now, it's time to unload. Bill is not an online auction kind of guy, so things will be sold off bit-by-bit at a pace that he'll be comfortable with. Before that starts to happen, it might be fun to take a peek. There's got to be something good inside that old barn.

The barn is indeed, an old one, built by Bill's grandfather in 1906. If, by chance, you're viewing these photos in traditional black 'n' white, we'll try to fill in some blanks. The barn, of course, is red. The big sky above it is blue, and the grass around it is green as you've ever seen. If you look hard enough, through that grass, you just might find that pasture cars in Montana don't

Out back we discover a subtle surprise. 1959 Buick taillamps are a pretty close fit. As y'all may recall, this was once a popular swap among the custom crowd.



rust as much as you thought.

We'll begin and end our tour in the pasture surrounding the barn. With all that we hear about "barn finds" today, our minds may quickly conjure images of what might be inside. Here, as rumor has it, the barn cars are desirable '50s Fords, and they're not nearly as rough as most.

Today, I've been handed a ring of worn keys. I'll be your misguided guide for the first leg of the tour, 'round the grounds, and up the treacherous stretch of stairs that just might lead to treasure.

Later on, once we reemerge back to ground-level safety, Bill has a special treat in store for us. He's offered to let us in deeper, which should make for some pretty good storytelling.

So, here we go. Ahead of the crowd, let's enjoy this insider opportunity. Welcome to Bill's Barn.

BELOW: Ordinarily, strangers don't get invited inside. Today, just for us, Bill is making a kind exception. Come on in. You're with me.

Bill's Barn: 406-437-1944



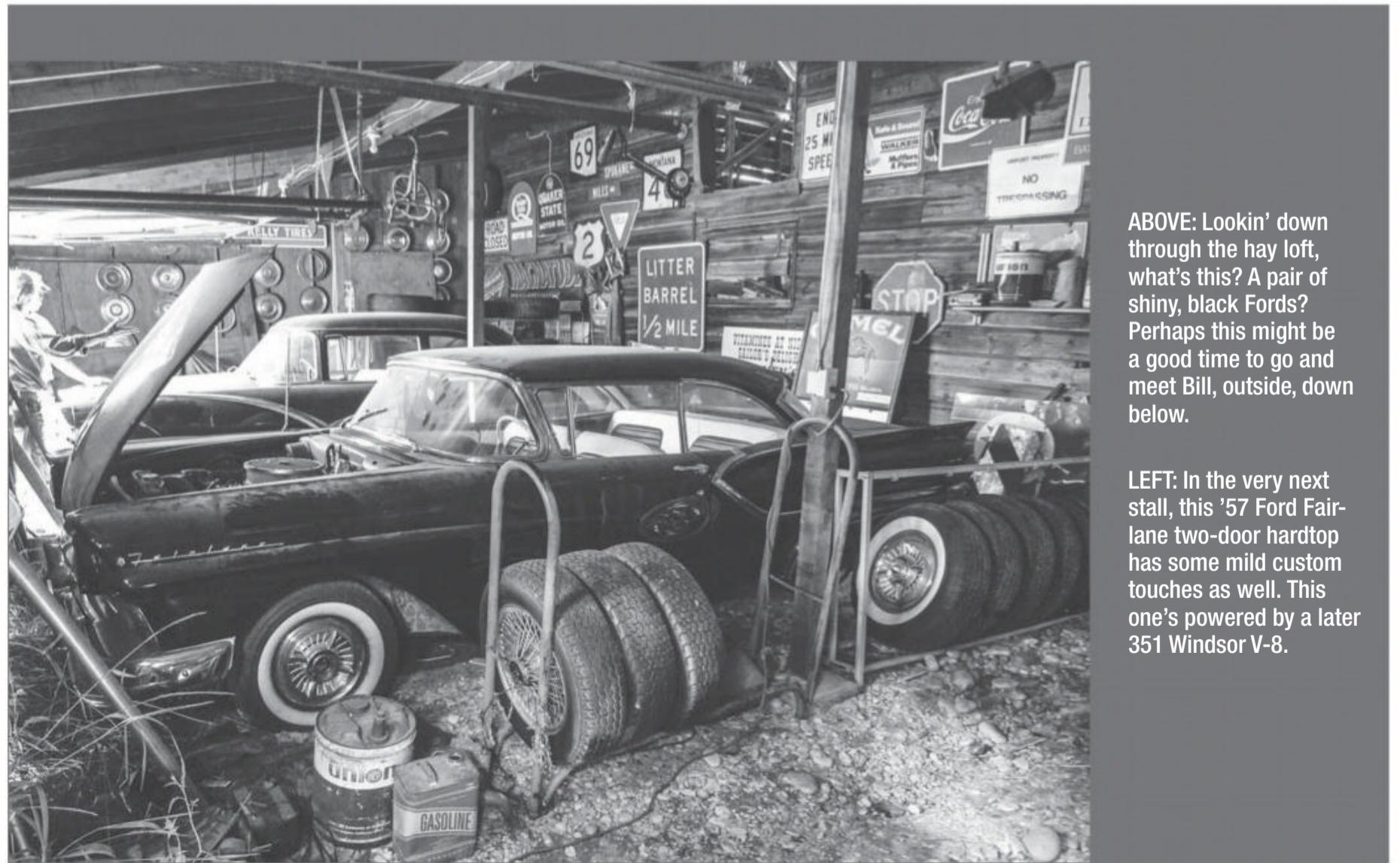
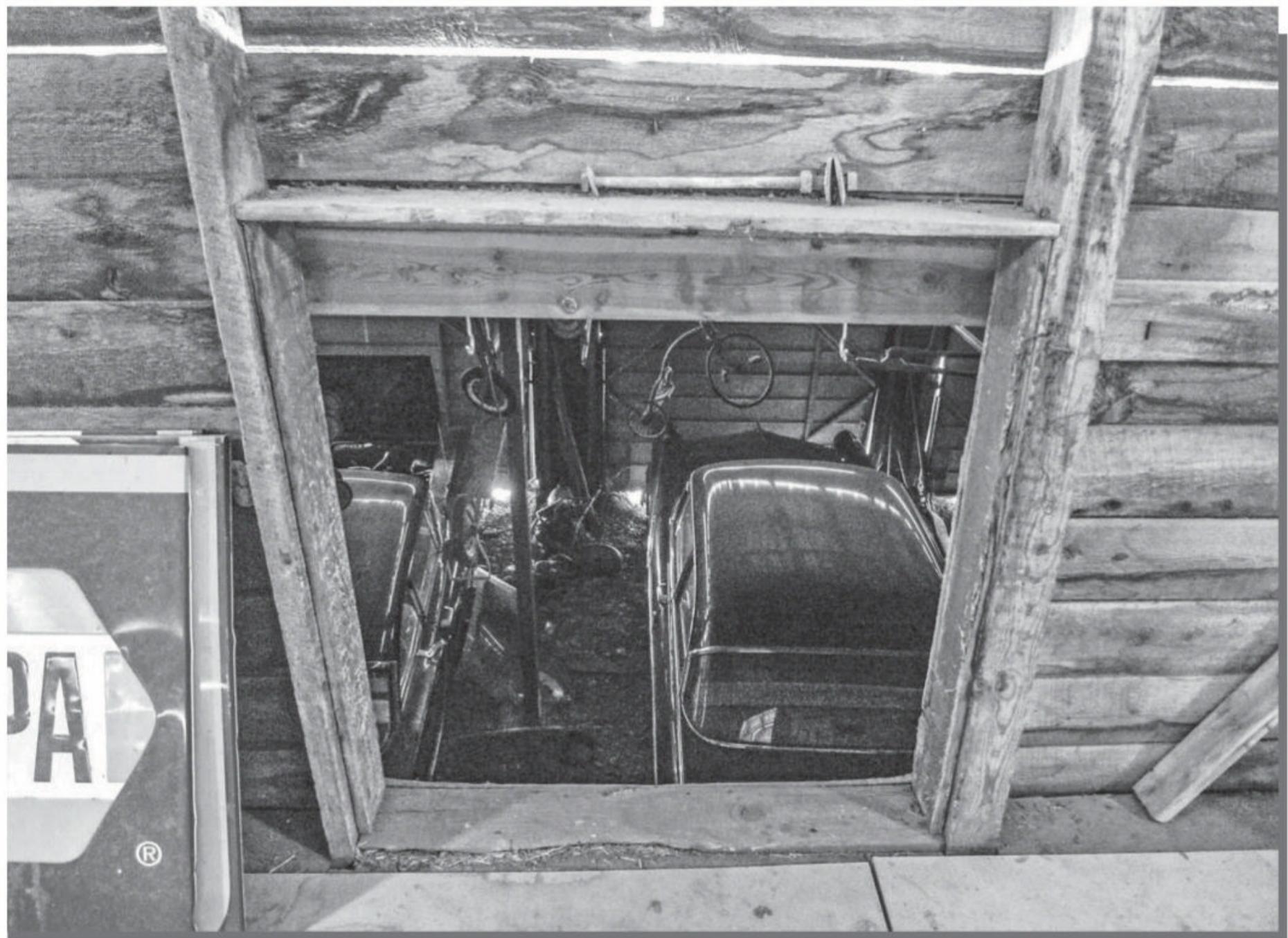
LEFT: Outside, scattered 'round the barn, there are a number of restorable classics. This '55 Chrysler is complete, and yes, it is a two-door hardtop.



ABOVE: We've done some climbin' to get here. Behind us on shelves, and on the floor, there's a mix of parts and rare accessories — mostly Ford and some Chevrolet.



LEFT: As Bill opens this old barn door, we find ourselves in deep. Better than most barn cars, this low-mileage '55 Ford two-door Club Sedan is powered by its original 272-cid V-8.



ABOVE: Lookin' down through the hay loft, what's this? A pair of shiny, black Fords? Perhaps this might be a good time to go and meet Bill, outside, down below.

LEFT: In the very next stall, this '57 Ford Fairlane two-door hardtop has some mild custom touches as well. This one's powered by a later 351 Windsor V-8.



ABOVE: Back outside, on the other side of the barn, we find a '68 Ranchero. As Bill tells us, it received an engine transplant just a few years back. Undercover, there's a fresh 302.

RIGHT: Again, these are in better shape than most barn cars. With just a little doing, they'd likely drive right out. Inside the '57, the keys are temptingly left on the seat.





LAST CHANCE AT CLOSED YARD

The clock is ticking to purchase Missouri yard's project and parts cars

Story and photos By Leroy Drittler

As you enter the small community of Theodosia, Mo., from the west on State Highway 160, one of the first things you'll notice is an old Fiat sedan sitting atop a building marking the location of Ray Jackson's recycling and auto salvage business. The faded orange Fiat is lettered with the name of Jackson's business, and if you ask him, he'll reveal that it was hoisted to the top of the building using a front-end loader.

Jackson was born and raised in Texas. In 1965, he opened a used car lot, a recycling and salvage business with a portable crusher and a trucking business. After 16 years, he sold that multi-faceted business, and in 1981 he bought some property just outside Theodosia and opened his current recycling and salvage business.

The five acres Jackson purchased contained several buildings, including a theater that was being used by an auto repair business that worked on race cars. The 1940s theater still showed movies at the time of Jackson's purchase, and it also had a stage where it hosted musical shows. Performers who played there before they became famous included The Carter Family, Johnny Cash and Porter Wagoner, who was born and raised about an hour away in West Plains, Mo. The concrete block façade of the building itself is an eye-catcher.

Another building had been added to the back of the theatre and was being used as a shop. Jackson has used the theater as an office and for parts storage.

Like most people in the salvage yard business, Jackson has a special car that he hides for himself. He keeps this mildly customized 1951 Chevrolet that he's owned for 45 years under cover in a garage. The beautiful blue '51 Chevy is a two-door sedan with a 261-cid truck engine equipped with dual carbs and twin exhausts. The interior has Naugahyde upholstery.

Jackson is now in his eighties and has retired. About six years ago, he shuttered the recycling business and crushed all of the yard's newer inventory. He also sold his crusher, big loader and trucks. For the past several years, he has taken parts and cars to swap meets, but expects to discontinue those efforts. What remains in the yard is 250-300 mostly American

vehicles from the 1940s to the '70s. There are a few imports, including a Volkswagen Karmann Ghia, a couple of VW Beetles, a VW window van and others. He would like to sell all of the vehicles in the yard as soon as possible as complete units only. Many of the remaining vehicles would make good projects, while the others are strictly for parts. Jackson says he will not sell parts off of a vehicle unless it is almost completely parted out. And even then, the buyer would need to remove the part himself. Jackson said he does have a few loose Ford Model T parts ready to go.

Jackson will accept customers by appointment only. Un-

escorted browsing is not allowed and is further discouraged by Jackson's security detail of guard dogs.

If you need a parts car, or a new project, the clock is ticking to contact Jackson. He encourages interested people to contact him soon by email, phone or mail.

Ray Jackson
80 Jackson Road
Theodosia, MO 65761
rustycars75@yahoo.com.
417-273-4329

OPPOSITE: The Fiat atop Theodosia's old theater building lets visitors know they've found Ray Jackson's yard.

RIGHT: This 1965 Ford Falcon Econoline Deluxe Club Wagon still has its engine. It was the top-of-the-line model with a bright, wide body-side molding and all-vinyl pleated upholstery.

BELOW RIGHT: The best-selling Oldsmobile in 1953 was the Super 88 sedan with more than 119,000 sold. The engine has been removed from this example of Oldsmobile's best seller.



ABOVE: Ford's full-size LTD Country Squire station wagons changed very little from 1975-1977. They all had the vinyl bodyside paneling that was reminiscent of the old woodie wagons.

RIGHT: Jackson often found that the cars he went to pick up were already stripped of their running gear, so he built this one-of-a-kind car hauler to hoist a vehicle on the back and haul it to the yard. The 1975 Ford truck body is mounted on a 1960 GMC frame and powered by a Chevy engine.



This 1970 Plymouth Fury four-door hardtop has factory air conditioning and still has its 318-cid V-8 engine.



It seems that Packards are disappearing from salvage yards at a high rate. So, if you have a '55, this Clipper Super hardtop would make a great parts car. It still has its engine, but it also has rust issues.



AMC Pacers were built from 1975 to 1980. This final-year, caramel-colored Limited Edition is equipped with factory air conditioning and power windows.



Jackson said he sold this '70 Buick Electra 225 convertible more than 30 years ago to a gentleman from St. Louis. He gave the buyer the title and hasn't seen him since. Since the buyer doesn't seem to want the car, it is for sale again.



The best-selling Rambler wagon in 1964 was this Classic Cross Country 660. This example still has its V-8 engine.



Someone has installed a Chevy small-block V-8 engine in this Willys pickup truck.

The engine block is still under the hood of this hard-to-find mid-1970s Honda Civic. It has body rust issues, but does have trim parts available.

The best-selling Plymouth wagon in 1954 was this Plaza Suburban. It was also the most expensive Plaza, selling at \$2,044. The flathead six engine is gone, but the transmission is still there.



This 1964 Buick Wildcat was equipped from the factory with air conditioning. It has the engine under the hood and good trim parts available.



Someone has used this '73 Dodge Charger SE for target practice. There are several bullet holes in the driver's door and front fender. The hood is off, but is nearby the car and also loaded with bullet holes. The engine is gone, but it was equipped with a 400-cid V-8 engine with a 2-barrel carburetor. The car has a factory sunroof, which set the original buyer back \$286.

The standard painted grille appears to be the best thing remaining on this '57 Chevy truck.



Jackson is hoping someone will buy this '66 Ford Galaxie 500 hardtop and build it. It has been hit in the rear, damaging the rear fenders and trunk lid.



The engine and transmission are gone, but there are body parts available on this 1961 Falcon Ranch Wagon. Ford ads proclaimed the '61 Falcon as "The World's Most Successful New Car."



This 1975 AMC Matador coupe would make an excellent parts car or restoration project.



One of four versions of Nash four-door sedans in 1951, this Statesman Custom has a good windshield and other parts.



This 1974 Dodge Dart is equipped with factory air conditioning and still has its 318-cid V-8 engine.

This 1948 Studebaker sedan would make someone a great parts car.



Jackson has three of these Fleetline fastback '49 Chevrolets. One is a four-door, and the other two are two-doors.



The engine is gone from this 1965 Mercury Parklane Breezeway sedan, but it still has its desirable slanted and retractable rear window.



How about this 1947 Pontiac sedan? We always see plenty of Chevrolets sedans such as this in salvage yards, but Pontiacs, not so much.



This 1963 Corvair 95 Commercial Panel Van is restorable and would be a great way to advertise a business.



A 1963 Ford Galaxie 500 sedan is complete with engine and would make a great parts car or possibly a restoration project.



Someone has started work on this 1951 Ford two-door sedan body, but there is a lot left to do.

Scale Continental

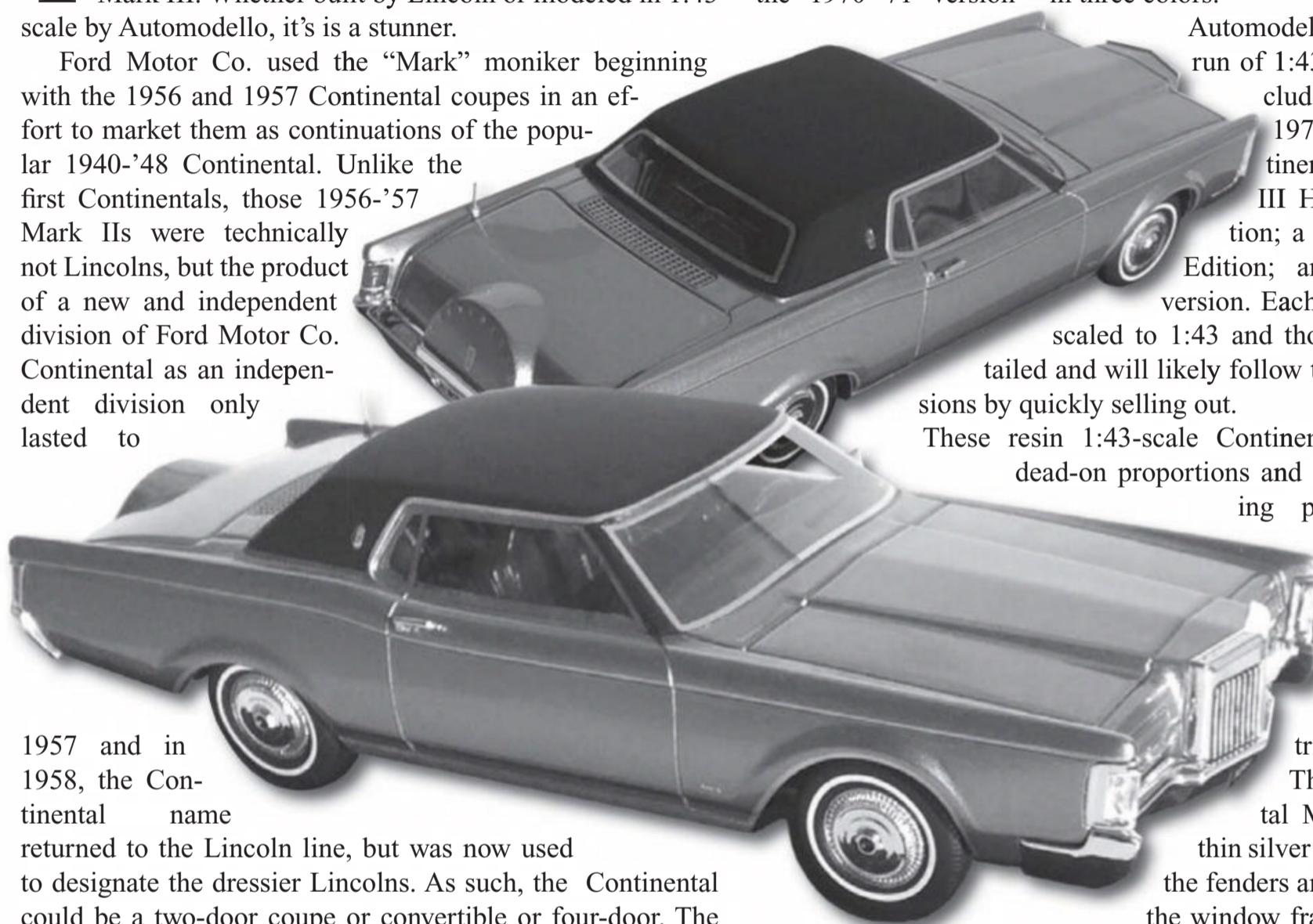
The beauty of the Mark III is crystal clear

BY ANGELO VAN BOGART

The history of the Continental is a little confusing, but one thing is clear and that's the beauty of the second Mark III. Whether built by Lincoln or modeled in 1:43 scale by Automodello, it's a stunner.

Ford Motor Co. used the "Mark" moniker beginning with the 1956 and 1957 Continental coupes in an effort to market them as continuations of the popular 1940-'48 Continental. Unlike the first Continentals, those 1956-'57 Mark IIs were technically not Lincolns, but the product of a new and independent division of Ford Motor Co. Continental as an independent division only lasted to

creations. It first offered the 1970 and 1971 Continental Mark III in 1:24 scale and is now back with a new 1:43 version of the 1970-'71 version in three colors.



1957 and in 1958, the Continental name returned to the Lincoln line, but was now used to designate the dressier Lincolns. As such, the Continental could be a two-door coupe or convertible or four-door. The top-line 1958 Lincoln was called a Continental Mark III, the 1959 a Continental Mark IV and then Mark V in 1960. The Mark moniker was put on hiatus until April 1968 when the Continental became a very special coupe again.

Released as an early 1969 model, the "second" Lincoln Continental Mark III was built under the direction of Lee Iacocca as a long hood, short deck coupe, like the Cadillac Eldorado, but on the rear-wheel-drive Thunderbird platform. Iacocca apparently suggested a Rolls-Royce-style grille for the Mark III, but the rest was pure Lincoln, right down to the spare tire hump on the rear deck lid. It was a magical mix that was popular enough to give the hot-selling Cadillac Eldorado a run for its money with 30,858 Mark IIIIs sold during its extended selling period from April 1968 to late summer 1969. (Cadillac sold nearly 25,000 Eldorados each year in 1968 and 1969). Best of all, the Mark III made Lincoln highly profitable, ensuring the make's longevity and the model's return for 1970 and 1971, the years replicated for Automodello's new 1:43 scale model.

Cars of the 1970s are picking up momentum, and Automodello is there at the green light by filling the need for scale

Automodello's new run of 1:43 models includes a black 1970-'71 Continental Mark III Homage Edition; a blue Tribute Edition; and a silver version. Each is perfectly scaled to 1:43 and thoroughly detailed and will likely follow the 1:24 versions by quickly selling out.

These resin 1:43-scale Continentals feature dead-on proportions and an outstanding paint finish,

but where they really excel is the scale fidelity of the tiny trim parts.

The Continental Mark III has

thin silver trim topping the fenders and doors and the window frames as well

as the wheel openings and rockers, and so does the model. The Mark III's V-shaped Rolls-inspired grille, as well as the bumpers, wheel covers, door handles and outside rearview mirror, are plated parts that have all the crispness of the original components built by Lincoln. Delicate "Continental" scripts and badges and silver decals decorate the fenders, sail panels and headlamp doors. It's all capped off by realistic tires with thin white stripes.

An outstanding interior befitting the model's exterior looks realistic with complete detailing on the seats and instrument panel. Automodello has also installed wood appliqué to the instrument panel and interior panels that's so realistic, it looks as though it's scaled-down English Oak woodgrain.

As with the first run, these three Continentals hit the mark. Automodello built 143 examples of the silver version (43L030) and priced them at \$129.95 each; 71 examples of the blue Tribute Edition (43L03T) were built and are offered at \$143.95 each; and 24 black Homage Editions (43L03H) were built and are priced at \$194.95.

To order, go to www.automodello.com or call 877-DIE-CASM.

old cars calendar

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed the Old Cars Calendar, email us at oldcars@aimmedia.com

ATTENTION: Due to COVID-19 concerns, please check with show/auction organizers to confirm dates and other show information.



This beauty of a 1953 Pontiac was spotted in Iola, Wis., at the Iola Car Show. This year's show is scheduled for July 9-11. For information, visit www.iolaoldcarshow.com, or call 715-445-4000.

SHOWS

ARIZONA

Apr 25 AZ, Tucson. 46th Annual Tucson Street Rod Association 'Rodders Day' Car Show. Pima Community College Downtown Campus, 1255 N. Stone Ave. 9am-3pm. Pre-1987 vehicles. PH: 520-282-3494 or email ken.burk@ymail.com.

May 3 AZ, Glendale. Just Sell It Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, 5am-noon, \$40. 602-828-4865.

Jun 7 AZ, Glendale. Just Sell It Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, 5am-noon, \$40. 602-828-4865.

ARKANSAS

Jun 17-20 AR, Morrilton. 62nd Annual Petit Jean Show 2020. 2 car shows on

Saturday the 20th. 900 Antique Auto related Swap Meet Spaces, 60 Arts & Crafts spaces, 275 Car Corral Spaces and 80 RV Parking Spots (No Hook-ups). 1 for unrestored and restored original cars, trucks, and motorcycles. 1 show for everything else including rat rods. Open daily from 8am-7pm, 501-727-5427, www.museumofautos.com, www.motaa.com.

CALIFORNIA

Cancelled Apr 24-26 CA, Palm Springs. 2020 Malaise Daze Car Show.

Apr 24-26 CA, Chino Hills. The Friends of Steve McQueen The Steve McQueen Rally. Boys Republic Campus. www.steveMcQueenrally.com

May 1-2 CA, Clovis. Oldsmobile Club Southwest Zone Meet and Show. Jeff 408-370-9142, www.norcalolds.com

May 3 CA, Turlock. 35th Annual Spring

Turlock Swap Meet. Stanislaus County Fairgrounds – 900 N. Broadway. 6am-2pm. 209-201-8491, registration@springfallturlock.com, www.springfallturlock.com

May 3 CA, Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town – 21000 Plummer Street. 7am-3pm. Registration prior to April 19 \$30, after \$35. Ben 818-635-4142, www.eventbrite.com, www.classicchevyssocal.com

May 3 CA, Woodland Hills. 5800 Topanga Canyon Blvd. Mustang Owners Club of California (MOCC) Mustangs & Ford Car Show. Warner Center Park. 9am-3pm. Register before April 21st, after \$40. Pony Corral \$10. Debbie Anderson 661-295-5255, moccshowinfo@att.net, www.mustangownersofca.org

May 9 CA, San Lorenzo. 18th Annual

Arroyo Charity Classic & Custom Car Show in Memory of Rick DeVecchi. Arroyo High School, located at 15701 Lorenzo Ave. 9am-3pm. www.arroyocarshow.com, 510-317-4167

May 9 CA, Van Nuys. Peral Con 5 Car Show, Comics, Museum, Games, Silent Auction & Guest Speakers. Daniel Pearl Magnet High School – 6649 Balboa Blvd. 9am-3pm. www.pearlcon.org

May 16 CA, Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Pre-register by April 1 \$30, after \$35. Art Silva 209-581-1926, modestomisfits@gmail.com

May 17 CA, Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds – Hwy. 1010 & Washington Street. Gates open at 5am. Vendors \$30/spot. Dave Peterson 707-527-9183, 1davepete@comcast.net

May 31 CA, Woodland Hills. 23rd Annual All GM Vehicle Show & Swap Meet. Warner Ranch Park – 5800 Topanga Canyon Road. 8am-3pm. [www.buick-clug.org/losangeles](http://buick-clug.org/losangeles)

Jun 6 CA, Long Beach. The Toyota Owners and Restorers Club (T.O.R.C.) 25th annual All-Toyotafest. Marina Green Park. 9am-3pm, www.toyotaclub.org

Jun 6-7 CA, Chino Hills. The Friends of Steve McQueen The Great Escape Dinner and Car/Motorcycle Show. Boys Republic Campus. Dinner Sat., June 6, Show Sun. June 7. 909-628-1217, info@stevemcqueencarshow.com, www.steveMcQueenCarShow.com

Jul 19 CA, Santa Rosa. The Corvettes of Sonoma County Annual Auto Swap Meet and Cart Show. Gas open at 6am. Vend space \$25, Show and Autos For Sale \$15. Mary Varela 707-791-5147

COLORADO

Jun 14 CO, Littleton. Colorado Concours d'Elegance & Exotic Sports Car Show. Arapahoe Community College – 5900 S. Santa Fe Drive. 9am-3pm. Terri Armstrong at tarmstrong@abilityconnectioncolorado.org, <http://bit.ly/20cdeevent>

Jun 24-28 CO, Westminster. International Mercury Owners Association 2020 International Meet. Denver Marriott Westminster, 7000 Church Ranch Blvd. 847-997-8624. www.mercuryclub.com.

Jun 27 CO, Westminster. IMOAs 30th Anniversary Show, Marriott Westminster Parking lot. info@mercuryclub.com 847-997-8624.

CONNECTICUT

May 17 CT, Stratford. Fairfield County Region Horseless Carriage Club Spring Meet. Boothe Park – 5800 Main St. Starts at 9am. www.hcca.org/calendar.php

Jun 6 CT, Cheshire. Third Annual Cars & Coffee at Elim Park. Elim Retirement Community – 140 Cook Hill Road. Pre-1970 cars. 9am-noon. Bill Stanley 203-215-8585, wjstanley@cox.net

Jun 28 CT, Middletown. GMM Military Vehicle and Autos of the War Era Concours. Veteran's Park – 200 Walnut Grove Road. email gmvmrmm-info@comcast.net, 860-788-7215.

FLORIDA

Apr 19 FL, Sarasota. The 51st Annual Devereaux-Kaiser Car show, hosted by the Sarasota Firefighters Benevolent Fund. Sarasota County Fairgrounds – 3000 Ringling Blvd. 10am-3pm. Dana Anderson, 941-650-4727, scfd471@verizon.net

GEORGIA

Apr 25 GA, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway – 1500 Tara Place. 9am-4pm. https://www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf

May 9 GA, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vice-president@gsra.com

May 30 GA, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight – Summit Racing, 20 King Mill Rd. (I-75 at exit 216), 10am-3pm, Dan Wooley 770-841-4375, vicepresident@gsra.com

Jul 18 GA, Flovilla. GSRA Annual Picnic & Awards Meeting. Indian Springs State Park – 678 Lake Clark Road. 10am-2pm. Dan Wooley 770-841-4375, vicepresident@gsra.com, www.gsra.wildapricot.org/

ILLINOIS

May 14-16 IL, Madison. 2nd Annual NMRA gateway Rumble. World Wide Technology Raceway. www.nmradiigital.com

May 31 IL, Bourbonnais. 11th Annual Benefit Car Show. Helping families impacted by Cancer. Phillips Auto Group – 1400 Locke Drive. 9am-3pm. Registration \$20. jmb1257@sbcglobal.net, 815-937-4831, www.facebook.com/annualbenefitcarshow

Jun 7 IL, Big Rock. 10th Annual Big Rock Classic Car, Truck, Tractor, & Motorcycle Show. Plowman's Park – 48w508 Hinckley Road. 8am-4pm. Questions contact Barb Baie – bbaie1@att.net or 630-768-3251. <https://bigrockcarshow.org/>

Jun 14 IL, Peotone, 48th Annual Swap Meet & Car Show. Will County Fairgrounds. Opens 6:30am. Swap Meet 630-200-0755, Car Corral 708-429-7912, Show Car 312-787-6464, peotoneswap@hotmail.com, www.trichevy.org, www.peotoneswapmeet.com

Jul 11 IL, Byron. 30th Annual Hib Reber Memorial Car Show. United Church of Byron. Colfax & 2nd Street. 8am-2pm. Register by July 3 \$10 after \$15, vend/craft booth \$15, Darrell Reber 815-997-2390, dreberxes@comcast.net, Dan Reed 815-677-1634, gochgevypower@yahoo.com www.chicagoauto-show.com.

Jul 30 – Aug 2 IL, Joliet. 15th Annual NMRA/NMCA Super Bowl of Street-Legal Drag Racing. Route 66 Raceway

INDIANA

Cancelled: Apr 26 IN, South Bend. Pioneer Automobile Association's 57th Annual Swap Meet & Car Show.

May 15-16 IN, Franklin Hoosier Vintage Wheels Swap Meet and Car Show. Johnson Co. Fairgrounds 250 Fairgrounds St. Fri. & Sat. 7am – 4pm, 317-501-5266 hoosiervintageshow@att.net, hoosiervintagewheels.com

Jun 13 IN, Crawfordsville. Strawberry Festival Corvette Show. Scott Voliva 765-366-2968, scottvoliva@hotmail.com

Jun 13 IN, Carmel. Open car show at American Legion Post#155, 852 W. Main St. Reg. 9am-11am, awards 2pm;

SUMTER

SWAP MEETS

AUTOMOTIVE / ANTIQUE

SWAP MEET – CAR CORRAL

Bushnell, FL

May 3, 2020

Related Parts Of The Past Welcome. Come Find What You Have Been Looking For!



REGISTRATION: 727-848-7171

Visit Our Web Site: www.floridaswapmeets.com

Calendar

\$10 day of show, www.facebook.com/IndyFirebirdClub, IndyFirebirdClub@gmail.com

Jun 14 IN, Noblesville. Central Indiana Vintage Vehicles 30th Annual Father's Day Car Show. Forest Park. 9am-2:30pm. Register by June 7 \$7, after \$10. www.civv.club

IOWA

May 3 IA, Moticello. 36th Annual Spring Auto Parts Swap Meet & Cars For Sale Corral. Fairgrounds parking lot – 700 North Maple Street. 7:30am-1pm. Swap spaces before April 17 \$10, after \$15, corral space before April 17 \$10, after \$15. Galen Muller 319-465-5119, www.autopartsswapmeet.net

May 9 IA, Central City. 46th Annual Swap Meet & Marketplace. Linn County Fairgrounds. 7:30am-5pm. 319-423-4004, www.hawkamodelaclub.org

Jul 19 IA, Sumner. 38th Annual Sumner Car Show. Sumner-Fredericksburg High School – 802 W. 6th Street. 9am-3pm. Registration \$15. Dwight Wedemeier 319-240-9000, Gene Knoploh 319-269-3861, Bill Fox 563-608-0043

KANSAS

Jun 6 KS, Olathe. The 11th Annual Pontiac Tribute Day. Gateway Classic Cars, 1202 South Lone Elm Rd. 10am-3pm. All Pontiacs/GMCs/Oaklands welcome. Non-judged, rain or shine. \$10 fee. Richard Woody: sailor64@embarqmail.com or Gary Ruffin: 913-709-4908. www.facebook.com/KCArrowheads

KENTUCKY

May 15 KY, Bowling Green. GS Nationals and GSX Reunion. Beech Bend Park. All 1970-1972 GSX owners welcome to celebrate the car's 50th Anniversary. Contact Roberta, the GSX reunion coordinator, at buickracer@comcast.net. www.gsnationals.com/race_and_show.htm, membership in the GSCA is encouraged but not necessary to attend, to join: Buickgsc.org

May 27-31 KY, Bardstown. 2020 Marmon Muster. Registration \$195/person. Registration deadline April 15. Jeff Stumb 423-385-44141, mistergreat-race@gmail.com

MAINE

Jul 18 ME, South Paris. 42nd Annual Founder's Day & Classic Car Exhibit, Hamlin Memorial Library & Museum, 16 Hannibal Hamlin Drive, 9am-5pm, rain or shine, \$10. 207-743-2980, www.hamlin.lib.me.us/founders_day.html, hamlinstaff@hamlin.lib.me.us

MARYLAND

Apr 26 MD, Greenbelt. Annual Potomac Region Cadillac & LaSalle Show. Capitol Cadillac Company – 6500 Capitol Drive. 10am-3pm. Lynn Gardner at 703-303-7310, lynnwgardnerusa@aol.com

Jun 7 MD, Hyattstown. 38th Annual All Pontiac Show. Burdette Bros Used Cars and Trailers (last show at this location), 1909 Urbana Pike (Rt 355). richardson13@cox.net, George Richardson, National Capital Area Chapter, Pontiac Oakland International 703 768-1569 (leave message), Burdette Bros. 301-428-0022.

Jul 26 MD, Reisterstown. 17th Annual All Car & Truck Show hosted by the Free State Region. Reisterstown Regional Park – 401 Mitchell Dr. 10am-3pm, pre-registration \$10 by July 13; \$15 day of show. Mike Natale 410-583-9171, mrnatale@verizon.net or visit www.freestateregionvcca.org

MASSACHUSETTS

May 23-24 MA, Mansfield. Great Woods Antique Automotive Swap Meet. Xfinity Center – 855 S. Main Street. Vend space before April 1 \$82.50, after April 1 \$110, After May 1 \$125. 774-218-8681

MICHIGAN

Cancelled May 2-3 MI, Fowlerville. 46th Annual Great Lakes Region Swap Meet.

May 6 MI, South Haven. McFadden Friendly Motors 15th Annual Classic, Antique and Muscle Car Show. McFadden Friendly Motors – 11628 M140 Hwy. 5-8pm. Rusty McFadden at 269-637-8558 ext 1314, www.mcfaddenfriendly.com

Jun 1 MI, Barryton. Barryton Lilac Festival Bike & Car Show. Main Street. 10am-4pm. Kathryn Kerr 989-289-2556, www.facebook.com/events/366209940818457/

Jun 20 MI, Lansing. 28th Oldsmobile Homecoming. 6101 Anacapri Boulevard. Organized by the R. E. Olds Chapter and assisted by the Motor City Rockets. www.reolds.org, Judy Badgley 517-645-7438, djbadgley@gmail.com

Jun 20-21 MI, Flint. 48th Annual Sloan Museum Auto Fair. Auto Fair organizers are looking for Abbott, Detroit, Krit, Dolson, Dort, Little and other such marques made in Michigan. Crossroads Village and Huckleberry Railroad. Owners of Michigan-built orphans contact Jeffery Anderson at shelbytruck81@yahoo.com, www.sloanautofair.com/

Aug 8 MI, Clarkson. 20th Anniversary

Corvettes America Corvette Show. Everest Collegiate High School & Academy. 5935 Clarkson Road. 9am-4:30pm. 248-884-3812, www.corvettesamerica.org

Aug 15 MI, Menominee. Marinette & Menominee Auto Club 49th Auto and Bike show. 701 1st Street. 8am-2:30pm. Registration \$5. 715-582-0347

Aug 30 MI, Monroe. Monroe's Fall Swap Meet. Monroe County Fairgrounds- 3775 S. Custer Rd. Inside Expo spots 10'x10' \$45, inside Merchant building 8'x8' \$35, outdoor spots 12'x30' \$35, and car corral for \$15 or \$25 to keep on trailer. After July 1 add \$5 per spot. Nick 419-579-4845 or Sue 419-579-6815, Facebook page: Monroe Auto Swap Meet & Car Show

MINNESOTA

Cancelled May 3 MN, Saint Paul. Gopher State Chapter, Buick Club of America 33rd Annual Spring Extravaganza Car Show & Swap Meet.

May 31 MN, St. Paul. 38th All G.M. Car/Truck Show & Swap Meet. Minnesota State Fairgrounds. 8am-2pm. Pre-register \$10, after May 15th \$20, Corral \$15. Milo Falk milouise86@icloud.com, 952-545-0134

MONTANA

May 25 MT, Hamilton. Bitterrodder Car Club's Heroes & Hot Rods. Hieronymus Park – Behind DQ on US 93. 10am. Ken Ireland, ksireland92@cybernet1.com, 406-375-9031

Jun 27 MT, Hamilton. 22nd Annual Bitterrodders Car Show. Hamilton High School – 327 Fairgrounds Road. 9am-2pm. Registration \$20. Ken Ireland, ksireland92@cybernet1.com, 406-375-9031

Jul 18 MT, Billings. Mexican Fiesta Car Show. All cars, trucks & motorcycles welcome. 8:30am- 4pm. Jay or Charlene Krug at 406-628-8872 Home or 406-698-2851 Cell or windstorm44@msn.com

Aug 22 MT, Hamilton. Daly Mansion Show. Daly Mansion – 251 Eastside Hwy. 8am. Registration \$25. Frank Saude, franksaude46@gmail.com, 408-621-3783

NEVADA

May 31-Jun 2 NV, Reno. World's Largest Vintage Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org

NEW HAMPSHIRE

Jun 11 NH, Moultonborough. Castle

Car Show. Lucknow Estate – 455 Old Mountain Road. Register by June 25 \$20, after \$25. 603-476-5900, www.castleintheclouds.org

Jul 25 NH, Deerfield. the Bug Club's Volks-Fair 2020. Deerfield Fair Grounds – 34 Stage Rd. 9am-2pm. Show car registration \$15 (Includes Driver & 1 Passenger), Vendor Swap Space \$15. Jason 603-475-1543, The-Bug-Club.Com Facebook & Instagram: thebugclub1, nhbugclub@hotmail.com

NEW JERSEY

Apr 25 NJ, Roebling. 11h Annual Roebling Museum Car Show. Rebelling Museum – 100 Second Ave. 9am-3pm. Registration \$20 (incl. museum entrance) closes at noon. Info: Bobbi (H) 215-752-0484, (C) 215-820-3276. or www.movinonkruzers.com, movinonkruzers@inbox.com

May 2 NJ, Voorhees. 5th Annual Voorhees Police Department K9 Benefit Car Show. AMC Voorhees 16 Theater, 900 Berlin-Haddonfield Road. 11am-3pm. Registration \$20 day of show registration only. Hosted by the South Jersey Pontiac Chapter, POCI. Chuck Catalano 856-904-4843, catalano112@verizon.net.

May 3 NJ, Morristown. 69th Annual Collectible Cars Show With Swap Meet and Vendors. Mennen Arena – 161 East Hanover Ave. Gates open at 9am. Pre-register \$10, day of show \$25, Ven Space Pre-register \$20, Day of Show \$30. Vince DeLisi 908-803-1570, vincentdelisi@comcast.net, Pete Cullen 973-650-2957, www.NJRegionAACa.com

May 7-10 NJ, Wildwood. The Wildwood's Spring Boardwalk Classic Car Show. Open to makes and models at least 10 years old. www.WildwoodMotorEventsNJ.com www.wildwoodnjspringclassic.eventbrite.com/

May 21 NJ, Holmdel. Texas Roadhouse

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Milt 607-316-8146

Pre-Show Registration due by May 1, 2020
Show Forms at www.raocc.org

Car Show. 4-8pm. Texas Roadhouse – 2105 State Hwy. 35. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

Cancelled May 24 NJ, North Haledon. 45th Annual Motorama Car Show, Craft and Auto Flea Market.

May 30 NJ, Monroe. 2nd Annual Classic Car & Truck Show. Monroe Township Senior Center – 12 Halsey Reed Road. 10am-2pm. Register 8am-10am day of event \$20, or pre-registration in person at Senior Center-\$15. Chris Flynn 609-448-7598, friendsoftheseniorcenter@gmail.com

Jun 13 NJ, Upper Freehold. AACA Mid-Jersey region Pre-War Display. Historic Walnford – 62 Walnford Road. 10am-3pm. Pre-WWII vehicles (plus carry-over body styles until 1948). Mid-Jersey RegionAACA@gmail.com

Jun 18 NJ, Holmdel. Texas Roadhouse Car Show. 4-8pm. Texas Roadhouse – 2105 State Hwy. 35. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

Jul 23 NJ, Holmdel. Texas Roadhouse Car Show. 4-8pm. Texas Roadhouse – 2105 State Hwy. 35. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

Aug 9 NJ, Metuchen. 11th Annual Metuchen Rescue Squad Benefit Car, Truck & Motorcycle Show. Mitten High School – 400 Grove Street. 10am-3pm. Register before August 5 \$10, after \$15. Ben Duetschman 732-549-2478 (6-8pm M-F), www.metrescuesqad.com

Aug 20 NJ, Holmdel. Texas Roadhouse Car Show. 4-8pm. Texas Roadhouse – 2105 State Hwy. 35. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

NEW YORK

Apr 26 NY, Williston Park. Motor Park Memories. 730 Willis Ave. All Years Cars, Trucks, Bikes Welcome. \$10 Per Vehicle, \$5 Walk-Ins, \$15 Vendors. Walter 718-847-3507

May 3 NY, Smithtown. St. Patrick's School 14th Annual Spring School Car Show. 284 East Main Street. 9am-4pm. Registration Cars \$15, Motorcycles \$5. Car info John Forlenza 631-588-2696, Craft Vend Bobby DiGregorio 631-241-8414

May 23-24 NY, Norwich. 55th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds, 168 East Main St. 8am-5pm. Rolling An-

tiquer's Old Car Club, Norwich AACA. Pre-Show registration due May 1, 2020. Muscle Cars (2011 & Older): Dan 607-226-4919. Antique & Classic Cars (1995 & Older): Maurice 607-829-6268. www.raocc.org.

May 31 NY, Rock Hill. 57th Annual Spring Meet Antique, Classic & Custom Car Show. Sullivan Event Center – 283 Rock Hill Drive. Gates open at 9am. Register by May 22 \$8, after \$12, vend space \$10. John DeCastro 845-798-4173 Vicky Kraus 845-932-8923, www.catskillregionaaca.org

Jun 6-7 NY, Sharon Springs. Sharon Springs Garden & Flower Festival Car Show. Main Street & pavilion Ave. Sat. 10am-5pm, Sun 10am – 4pm. www.sharonspringschamber.org, 518-860-5513

Jul 10 NY, Lake View. St. John Paul II 1st Annual Car Show. 2052 Lakeview Road. 4:30-8:30pm. John Berkhoudt 716-598-5960, jberky@roadrunner.com

Jul 12 NY, Kings Park. Thunderbird/Ford Car Show. Keyfood Shopping Center – 58 Indian Head Road. 9am-3pm. Pre-register \$15, day of show \$20. Elliott Weiner 631 724 3756 – bigbird1900@aol.com

Aug 30 NY, Lancaster. Buffalo Octagon Association 37th Annual Autumn Sports Classic Car Show. Como Lake Park Casino – 2220 Como Park Blvd. Noon-4pm. 632-9001 or go to www.buffalomg.com

NORTH CAROLINA

Apr 25 NC, Lincolnton. 3rd Annual Marching Rebels Spring Fling Car Show. West Lincoln High School – 172 Shoal Road. Pre-register \$15, day of event \$20. Vend spots \$25. www.westlincoln-band.org, audrabellis@gmail.com

May 2 NC, Raleigh. 59th Annual Antique Car Show. Brier Creek Commons Shopping Center, 8181 Brier Creek Parkway – In Front of Dick's Sporting Goods. 8am-2:30pm. Registration: \$15 postmarked by 4/24; day of show \$20. Riley Reiner 919-816-6903 rreiner@earthlink.net or Mike Hess 919-201-3973 mlhess68@yahoo.com

OHIO

May 1-3 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Columbiana Canfield Road. 330-477-8506

May 3 OH, Parma Heights. 20th Annual Oldsmobile Dust-Off. Bakers Square Restaurant – 7011 West 130. 10am-2pm, \$5, Northern Ohio Chapter Oldsmobile Club of America. Rich

Calendar

Hilko 216-780-5229.

May 16 OH, Columbus. Armed Forces Day Car Show. Hilliard Memorial VFW Post 4931 - 2436 Walcott Road. 11am-3pm. Registration \$10. www.facebook.com/pages/Empty-Pockets-Cruisers/736240299835729?ref=hl

May 16-17 OH, Columbus, OH, The Chrysler Power Classic, Car Show, Swap Meet, Drag Race and Car Corral for all Chrysler, Plymouth, Dodge and related vehicles. National Trail Raceway - 2650 National Road SW, Hebron. 614-268-1181, www.ChryslerPowerClassic.com.

May 22-24 OH, Springfield. The Springfield Swap Meet & Car Show Spring event. Clark County Fairgrounds. Fri-Sat 7am-6pm, and Sunday 7am-3pm. 937-376-0111, fax 937-372-1171, www.ohioswapmeet.com.

Jun 6 OH, Columbus. Spring Into Spring Car Show. St. James Lutheran Church - 5660 Trabue Road. 11am-3pm. Registration \$10. www.facebook.com/pages/Empty-Pockets-Cruisers/736240299835729?ref=hl

Jun 14 OH, Cincinnati. 43rd Annual Cincinnati Concours d'Elegance. 10am-4pm. Tickets: www.showclix.com/events/25004, www.ohioconcours.com

Jul 4 OH, Urbana. Champaign Cruisers Car Club's 23rd Annual Charity Car Show. Skelley Lumber Company - 1300 N. Main Street. 8am-4pm. John Leffel, 937-925-6212

Jul 17-19 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds - 7265 Columbiana Canfield Road. 330-477-8506

Jul 18 OH, Delaware. Performance Charity Car Show. Sandusky Street. 7am-5pm. Bethany Brown 740-369-9611, www.performanceclassiccar-show.com

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Cancelled Apr 24-25 OK, Sapulpa/Kel-lyville. Early Ford V8 Club 48th Annual Tulsa Swap Meet.

May 7-9 OK, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbc-global.net, www.chickashaautoswapmeet.com

Jun 20 OK, Dewey. Oldies 'n Goodies Car Show. Downtown. 918-440-2541, 918-852-9034

OREGON

Apr 26 OR, Corvallis. Corvallis Auto Swap Meet & "Dust 'em Off" Car Show. Benton County Fairgrounds - 110 SW 53rd St. Opens 7am. Vendor spaces \$20, Car show registration \$10. www.corvallishistoricautoclub.com, 541-926-3972

Jul 12-14 OR, Portland. 60th Running of the Rose Cup Races. Portland International Raceway - 1940 N. Victory Blvd. www.Rosecup.com

Jul 19 OR, Forest Grove. 48th Annual Forest Grove Concours d'Elegance. Pacific University Campus. 8:30am-4:30pm 503-357-2300, www.info@forestgrov

Aug 1 OR, Portland. German Palooza sponsored by Heckmann and Thie-mann Motors. Portland Interna-tional Raceway - 1940 N. Victory Blvd. 9am-4pm. Pete at pirdrags@yahoo.com 503-626-0579 www.portlandrace-way.com

PENNSYLVANIA

Apr 22-26 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Apr. 23-25 PA, Beaver Springs. FE Race & Reunion, all Ford FE drags, car show & swap meet. All vehicles must be FE powered. www.fairlanet.com, www.fairlanet.com, email fe@fairlanet.com.

Apr 26 PA, Manheim. Drive Your Dreams. Detailing World - 1223 Lancaster Road. 3-6pm, registration \$15. See the Flier in Cruise News or go to www.facebook.com/svccpa/.

May 9 PA, Warminster. Warminster Arts & Barks Fest & Car Show. Warminster Community Park - 350 E. Bristol Road. 11am-3pm. 215-284-7238

May 15-17 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 16 PA, Chester. 15th Annual BOPC Car Show. West Goshen Community Park - 900 Lawrence Drive. Register by May 11 \$10, day of show \$15. dvocinfo@yahoo.com, www.clubs.hemmings.com

com/delvaloldsclub/DVOC_2020_spring_show_flier.pdf

May 24 PA, Bristol. 6th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center - 1222 New Rodgers Road. 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276, www.movinon-kruzers.com, movinon'kruzers@inbox.com

May 27-31 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 5-7 PA, Carlisle. Ford Nationals Presented by Meguiar's. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 9-13 PA, Lancaster. 63rd Pierce-Arrow Society Annual Meet. www.pierce-arrowsociety.org/events, Karl Krouch 717-576-7241, krouch@msn.com

Jun 20 PA, Phoenixville. UPT Parks & Recreation Car Show. Black Rock Park. 10am-2pm. Pre-Register \$15, Day of Show \$20. 610-933-9179, www.uptrc.com

Jun 25-27 PA, Reading. 20th Annual NMRA Ford Motorsport Nationals. Maple Grove Raceway

Jun 26-27 PA, Carlisle. Chevrolet Nation-

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als. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 27 PA, Philadelphia. 3rd Annual PJP Marketplace Superstore Car Show. 8960 Frankford Ave. 9am-3pm. Registration closes at noon. Registration \$20. Bobbi (H) 215-752-0484, (C) 215-820-3276, movinonkruzers.com, movin' On kruzers@inbox.com

Jul 10-12 PA, Carlisle. Chrysler Nation- als. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jul 12 PA, Jamison. Run With the Angels Car Show. Middle Bucks Institute of Technology – 2740 York Road. www.roadangelsdoylestown.com, Call Al Tursi 267-893-9796

Jul 31 – Aug 2 PA, Macungie. 57th Annual Das Awscht Fescht Antique and Classic Car Show. Macungie Memorial Park. 6am-10:30pm Fri & Sat, 6am – 4:30pm Sun, Susan Manwiller at 610-823-5033, or download printable forms at www.awkscht.com/registration, www.awkscht.com

SOUTH CAROLINA

Apr 22-26 SC, Greenville. Spring 2020 Chrysler 300 International Club Meet. www.chrysler300club.com/, Tom Cox and Jim Benson for more information. Tom 864-314-9660, td-cox@bellsouth.net, Jim at 844-281-0763, speedymema5@charter.net

Apr 25 SC, Liberty. Pickens County Meals on Wheels Host 11th Annual Wings and Wheels. Pickens County Airport is located at 240 Airport Rd. 10am-3pm. Registration \$15. <https://pcmow.org/fund-raising-events/>

SOUTH DAKOTA

May 3 SD, Sioux Falls. Spring Swap Meet. W.H. Lyon Fairgrounds – 100 North Lyon Blvd. Bill Lev 605-201-4545

TENNESSEE

May 2 TN, Fayetteville. 5th Annual Cruisin' For a Cure Car Show. Lincoln County High School - 1233 Huntsville Hwy. 9am-2pm. Registration \$20, <http://tennessee.hdsa.org/about/2020-cruisin-for-a-cure>, Felicia Riner 931-993-6718, feliciariner@gmail.com

May 22-23 TN, Granville. Granville Heritage Day Antique Car & Tractor Show. Tennessee Mayberry Town – 931-653-4544 GranvilleTN.com

Jun 18-20 TN, Pigeon Forge. National Association of Li'l Red Express Trucks Owners 2nd Li'l red Express Show. Hampton Inn Pigeon Forge – 2497 Teaster Lane. Bob Aucoin, bdbk@

hotmail.com, 850-866-9447

TEXAS

Apr 30-May 2 TX, Fort Worth. Pate Swap Meet. Texas Motor Speedway. 713-649-0922, www.pateswapmeet.com

May 2 TX, Nacona. Vicari 8th Annual Cruisin' Nocona Auction. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. 504-264-2277, www.vicariauction.com

May 2 TX, Plano. Monthly Car Show. Gazebo Burger – 6009 Parker Road. 4:30-8:30pm. www.monthlymuscle.com

May 2-3 TX, Seabrook. 25th Annual Keels & Wheels Concours d'Elegance. Lake-wood Yacht Club. 713-521-0105, www.keels-wheels.com

May 3 TX, Dallas. All British & European Car Day. White Rock lake Park, Dreyfuss Club Point. 10am-3pm. Online registration \$25 car/\$10 motorbike by April 30, after \$25/\$15. Kendra Wiese 972-243-0440/ ABCD@Kipmotor.com, www.facebook.com/allbritishcar-day/ and Twitter (https://twitter.com/british_car_day)

Jun 6 TX, Plano. Monthly Car Show. Gazebo Burger – 6009 Parker Road. 4:30-8:30pm. www.monthlymuscle.com

Jul 4 TX, Plano. Monthly Car Show. Gazebo Burger – 6009 Parker Road. 4:30-8:30pm. www.monthlymuscle.com

VIRGINIA

Jun 23 VA, Staunton. 2020 International Station Wagon Club (ISWC) Interna-tional Meet. Stonewall Jackson Hotel – 24 South Market St. iswcshow2020@gmail.com Chuck

WISCONSIN

Cancelled Apr 24-26 WI, WI, Jefferson. Spring Jefferson. Jefferson County Fairgrounds – 503 N. Jackson Ave. Fri. 10am-6pm, Sat. 6am-4pm, Sun. 6am-3pm. Car Corral \$60, Swap spaces \$20. www.madisonclassics.com, 608-244-8416

Apr 24-26 WI, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co.

May 16 WI, Monticello. 6th Annual Monticello Lions Club Classic Car Show. North Monroe Street and North Ave. 8am-3pm. Registration \$15. Carnie Lipke 608-516-2196 / lbranch@tds.net

May 16-17 WI, Wisconsin Dells. Automotion Car Show. Mt. Olympus Water &

Theme Park – 1881 Wisconsin Dells Parkway. 9am-6pm. www.wisdells.com/Automotion/Automotion-FAQs.htm

May 25 WI, Neenah. American Legion Annual Memorial Day Antique, Collector, & Classic Car Show. Lucky Dogz (Neenah Labor Temple) 9am-3pm. Vern at 920-205-6072 or erieckmann@newrr.com

Jun 6 WI, Shullsburg. 4th Annual Cruisin' Shullsburg. Downtown. Starts at 4pm. jafrank23@hotmail.com, 815-266-9167, 608-553-3757

Jun 28 WI, Kenosha. 27th Annual Kenosha Car Club Car Show. Fireside – 2801 30th Avenue. 10am-3pm. Registration \$10. Tom Zoerner 262-818-6150 www.kenoshacarclub.com

Jun 28 WI, Waupun. Celebrate Waupun Car Show. Harris Miller Park – 300 N. Forest Street. 8am-3pm. Facebook: Visit Waupun, Pete Kaczmarski 920-324-2213

Jul 9-11 WI, Iola. Iola Car Show. Gates open daily at 6am. www.iolaoldcar-show.com/, 715-445-4000.

Jul 19 WI, Arkdale. 12th annual Arkdale Car Show. Held in Arkdale on Hwy 21. 9am-3pm. 608-547-0620. Held in conjunction with Lions Recreation Days. Music and parade at Noon

Jul 29 – Aug 2 WI, Brookfield. National DeSoto Club Convention. Show day is Saturday, August 1 from 9:00 to 3:00 at the southeast corner of Calhoun Road and North Avenue in Brookfield. Rain location is at the host hotel, the Sheraton Milwaukee Brookfield Hotel. Show participation requires club membership. www.desoto.org

Aug 1-2 WI, Elkhorn. 35th Annual Summer Elkhorn Automotive Swap Meet, Car for sale Corral and Two Day Car Show at Walworth Co Fairgrounds. Car Corral now online. Featuring Buicks, Pontiacs, Oldsmobile's all makes models welcome. Madison Classics, P.O. Box 7414, Madison Wi. 53707, 608-244-8416 or www.madisonclassics.com

AUCTIONS

Apr 14-16 FL, Palm Beach. Barrett-Jackson Palm Beach Auction. South Florida Fairgrounds. www.Barrett-Jackson.com

Apr 16-18 FL, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. www.barrett-jackson.com

Apr 17-18 MS, Biloxi. Vicari Crawfish Mu-

Calendar

sic Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, www.vicariauction.com

Apr 17-19 MO, Branson. The Branson Auction. 800-335-3063. www.bransonauktion.com

Apr 18 CA, Redlands. 41st Roy Reed Gas bash Show Auction. Redlands Antique Auctions. 3pm. Daniel K. Matthews 217-259-7059 (cell), 217-563-8880 (office) www.matthewsauctions.com, Redlands Antique Auctions 909-789-1177, raa1547@verizon.net, www.redlandsantiqueauction.com

Apr 18 IN, Goshen. 2020 Hooley Classic Car Auction. Elkhart County 4-H Fairgrounds – 17746 CR 34. 9am. 574-825-2115, www.bartelandcompany.com

Apr 23-24 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, www.carlisleepers.com

Cancelled Apr 24-25 AZ, Peoria. MAG Auctions Collector Car Auction.

May 1-2 IN, Elkhart. The Elkhart Collection. www.rmsothbys.com

May 1-2 MN, Winona. SG Auctions. 3560

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May 1-2 TX, Nocona. Vicari Auctions Nocona. Vicari Auctions, www.vicariauction.com, 504-264-2277

Cancelled May 7-9 IN, Auburn. RM Auctions Spring Auburn.

May 8 WI, Wautoma. W. Yoder Auctions Classic & Sports Car Auction. N2475 13th Gateway Wautoma, WI 54982. 920-787-5549, info@wyoderauction.com, www.wyoderauction.com

May 11 IL, Quincy. Mark Larson Estate Collection. Oakley-Lindsay Convention Center. 9am. 217-847-2160, cars@sullivanauktioners.com, www.sullivanauktioners.com

May 12-17 IN, Indianapolis. Mecum Indy. 262-275-5050, infonet@mecum.com,

May 30 MN, Independence. Marple Collection, collector cars, parts, real estate. 7949 Cnty Rd 11, Independence, MN. 507-673-2517, 605-201-7005. www.vanderbrinkauctions.com

Jun 4-6 OK, Tulsa. Leake Auctions Tulsa Auction. www.leakecar.com. 602-442-3380

June 12-13 OR, Portland. Mecum Portland Auction. 262-275-5050, infonet@mecum.com,

Jun 20 TN, Nashville. 19th Annual Muscle Car Mayhem Vintage Muscle Car Auction. DAA Murfreesboro. www.southernclassiccarauuctions.com

Jun 24-27 CT, Uncasville. Barrett-Jackson Northeast Auction. 480-421-6694. www.barrett-jackson.com.

Jun 26-27 GA, Dalton. Vicari Auction Collector Car Auction. Dalton Convention Center. Gates open at 8:30a, Fri. & Sat. 504-264-2277, www.vicariauction.com

Jun 27 PA, Carlisle. Carlisle Auctions Summer Sale. Carlisle Fairgrounds. 717-243-7855, www.carlisleepers.com

Jul 3-7 NC, Jefferson. Mecum Jefferson Auction. 262-275-5050, infonet@mecum.com

Jul 10-11 CO, Denver. Mecum Denver Auction. 262-275-5050, infonet@mecum.com,

Jul 23-24 NC, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 www.gaaclassiccars.com

Jul 29-31 PA, Harrisburg. Mecum Harrisburg Auction. 262-275-5050, infonet@mecum.com,

Aug 1 TN, Jackson. Mid South Classic Car

Auction, www.midsouthclassiccarauktion.com, 731-423-5551

Aug 6-8 NV, Reno. MAG Auctions Hot August Night Auction. Reno/Sparks Convention Center 4590 S. Virginia St., Reno NV 89502. 775-356-1956. www.hotaugustnights.net/mag-auctions/

Aug 12-15 CA, Monterey. Russo and Steele Monterey Auction. 602-252-2697. www.russoandsteele.com

Aug 13-15 CA, Monterey. Mecum Monterey Auction. 262-275-5050, infonet@mecum.com,

Aug. 16-17 CA, Pebble Beach. Gooding & Co. Pebble Beach Auction. 310-526-6594. www.goodingco.com

Aug 21-22 AR, Hot Springs. Hot Springs Classic Collector Car Auction – JMark Auctions. Hot Springs Convention Center. www.jmarkclassiccaution.com Mark Ward 731-225-6025, Regina Jolly 573-576-2841, Ray Maynard 417-326-9450

Aug 28-29 NE, Lincoln. SG Auctions. Pinnacle Bank Arena. 507-498-9000, www.sgauction.net

CRUISES

MAY

May 9 CA, Ventura. FREEVENT Second Saturday Cruise Nights. B&J Drive In – 1323 Los Angeles Ave. 3-7pm.

May 23 CA, Simi Valley. Let's Cruise. Cupid's Under the Junkyard – 2585 Cochran Street. 4-8pm.

JUNE

Jun 13 CA, Ventura. FREEVENT Second Saturday Cruise Nights. B&J Drive In – 1323 Los Angeles Ave. 3-7pm.

Jun 20 IL, Mt. Carroll. 14th Annual Cruise to Mt. Carroll. Downtown. 4-9pm. Jody Wolber 309-230-8345, Mt. Carroll Chamber of Commerce www.mtcarrollil.org, info@mtcarrollil.org

JULY

Jul 11 CA, Ventura. FREEVENT Second Saturday Cruise Nights. B&J Drive In – 1323 Los Angeles Ave. 3-7pm.

Jul 18 IL, Mt. Carroll. 14th Annual Cruise to Mt. Carroll. Downtown. 4-9pm. Jody Wolber 309-230-8345, Mt. Carroll Chamber of Commerce www.mtcarrollil.org, info@mtcarrollil.org

AUGUST

Aug 8 CA, Ventura. FREEVENT Second Saturday Cruise Nights. B&J Drive In – 1323 Los Angeles Ave. 3-7pm.



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WANTED: SUNBEAM from 1900 to 1968, Tigers only; any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970644

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1969 Buick Riviera, 2d HT 430 4bbl. 82K miles believed original, recently gone through and a proven road-ready Riviera. Automatic, no rust bubbles under nice vinyl top, nice original interior with few blemishes, older repaint still shows well, aftermarket A/C. From personal collection of Cody's Classic Cars. www.codysclassiccars.com. Stanley, WI. 715-709-0343. \$12,450 FWC18054292



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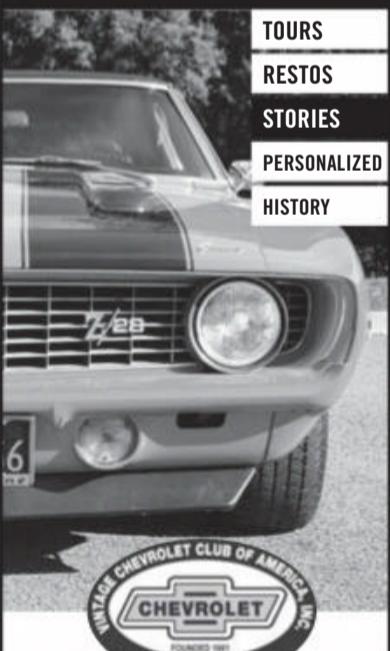
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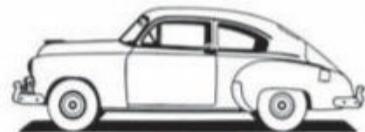
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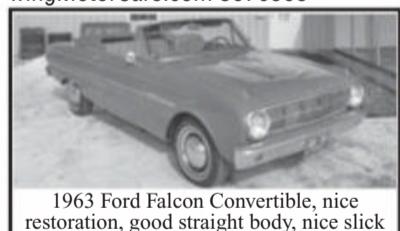
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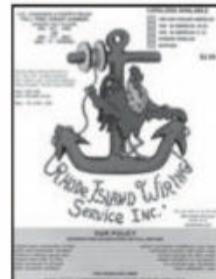
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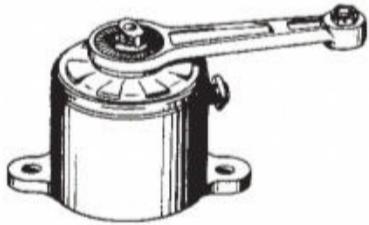


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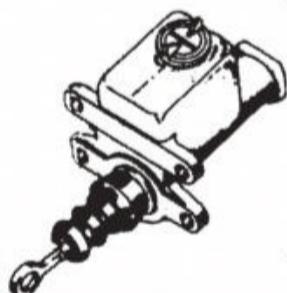
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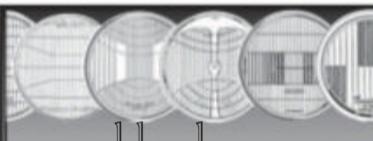
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LeMans on the screen

I really enjoyed Angelo Van Bogart's article in the March 26 issue on the 1953 Cadillac *LeMans* dream car, but he missed a great opportunity to mention that readers could see it on color film.

I am not sure which of the four *LeMans* is featured in the film, but there are a few seconds in the movie "The Buddy Holly Story" that shows Buddy (played by Gary Busey) and two of the Hollys sitting in a front seat of a Cadillac "sports car" (the *LeMans*) in a dealer's showroom while they discuss the future of their band. The car salesman looks like he is unhappy with these "young guys" sitting in the Cadillac convertible in his show room. Little did the salesman know who they were, or he probably would have changed his approach to them.

Bob Jungmann, via email

*Editor's note: Indeed, the car Mr. Jungmann refers to in the film is 1953 Cadillac *LeMans* No. 4, which was the main subject of the article in Old Cars.*

The best Cadillacs?

I'm a subscriber for longer than I can remember, having spent many enjoyable years at the Iola swap meet.

I really enjoyed the article on the 1953 Cadillac *LeMans* in the March 26 issue. I personally feel Cadillac's best cars were built from 1954-'62.

There will never be another decade of cars like the 1950s. I'm 79 years old, so I grew up in the days when "some chrome is good, more is better," soon followed by, "there's no replacement for displacement."

I currently have a 1950 Olds 88 club coupe with "mandatory" glass packs (a street race killer back in the day), and a 1957 Oldsmobile Super 88 J2 Holiday coupe.

Thanks again for a great magazine!

Jim Heidenway, via email

No replacement for print

Congratulations to the *Old Cars* staff on a great publication about to celebrate 50 years. You all do a splendid job of promoting, documenting and encouraging this wonderful hobby of old cars.

Your extremely well written exhortation (editorial) in the March 19 issue to all of us to continue to support and spread the word about how print publications such as *Old Cars* are vital to this hobby will most certainly propel this worthy cause along.

How propitious that Gregg D. Merksamer's superb article on "Lincolns on the Hudson" should appear in the same issue, in prose as artistic and graceful as his subject — the undeniably stunning Lincolns spanning all eras. Merksamer's facility with words, right down to the captions on his also-fine photos (I especially like the one in which he notes the distinct contrast among the triumvirate of '41 Lincolns on p. 23) clearly and beautifully prove the case which you advance for print media in your article beginning this issue. For me, and I suspect for many others, there can be no comparison between the contents of such traditional media with its orderliness, stateliness and permanence and of the digital mode.

Gentlemen, I look forward to many more years of your publication. Best wishes from New England!

John Recke, Kingston, Mass.

More 'dreamy' reading

Like Angelo Van Bogart, I am a long-time lover of concept cars. Not seeing those from the 1950s, I searched out publications, such as books and magazines, that would picture those cars I knew about, and others I never knew existed. Reading Van Bogart's editorial and 1953 Cadillac *LeMans* article in the latest issue of *Old Cars* prompted me to pull out my collection of books on the subject.

In addition to those "must have" books on concept cars mentioned, in Van Bogart's editorial, Leon Dixon's "Creative Industries of Detroit: The Untold Story of Detroit's Secret Concept Car Builder" is one I would highly recommend. It can be found on Amazon and is a must for anyone interested in these fabulous but mostly forgotten pieces of automotive history.

Tom Baldino, Union Beach, N.J.

Hobby's early days

I always enjoy all or most of each issue of *Old Cars*. Just some comments

on John Gunnell's article about the old car hobby.

I was born in 1935, so I remember lots of cars of the 1920s thru the '40s that most people nowadays have forgotten. I started being involved with old cars and trucks at the age of 14 or 15. It was many years before I learned that there were people who collected old cars, and then what I knew was mostly about very rich people having rare, expensive cars such as Duesenbergs. I was into what we now call collector cars from the age of 19, at least. I just liked old cars, especially those wonderful cars of the 1930s and early '40s. There were many great designs with a great variety of appearances. They also had simple construction and were easy to work on. And, of course, they all always needed something done!

In high school, I came down with the so-called three-day measles. I wasn't allowed to go to school and the weather was nice, so I spent the days working on my really tired, old '35 Ford. Over the next few years, I owned a '36 Chevy Master coupe, '41 Chevy sedan, '46 Dodge sedan, '47 Buick Roadmaster sedan, another '41 Chevy Master Deluxe sedan and a '40 Chevy sedan as well as daily drivers that were a little newer. Collector cars? I didn't know about that idea, and never "collected" them for long.

Interestingly enough, around the mid '50s, a friend wanted to go to Cucamonga, where there was supposed to be a car museum — something I had never heard of — and as I now lived in California, it seemed appropriate. It was called "Great Cars" or something like that. When we got there, it was not just closed, it appeared to have been closed for some time. However, through very dirty windows, I could barely make out some huge old cars, but I could not see clearly enough to identify them. I often wondered what happened to them.

In subsequent years, I have visited wonderful car museums in California, Washington, Nebraska, Minnesota, Illinois, Michigan, Indiana, Pennsylvania and probably others. What a great hobby this is to learn and appreciate the great strides that were made in personal transportation.

Keep up the good work!

Pat Jacobs, Redmon, Wash.



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Buick *BUILDS A PERFORMER*

Long before there were Grand Nationals, Gran Sports or even Centurys, Buick was using performance to sell cars.

Buick builds a reputation for speed

“We have beaten them to a frazzle,” Buick boasted in a 1908 booklet detailing its victories in competitions throughout the United States. And while things were moving very quickly at that early point in the automobile industry, it was a notable accomplishment that Buick was in a position to brag. A 1905 catalog explained that the first Buick was sold on May 20, 1904, and more

importantly, “the first conspicuous event that impressed the general public with the marvelous efficiency of the Buick car was furnished on Thanksgiving Day (November 24, 1904) at Eagle Rock, near Newark, New Jersey. That day marked America’s greatest and severest hill-climbing contest, patronized by foreign and American cars of almost every conceivable type and power.”

The ‘*Motor World*,’ one of the leading papers of the trade, pithily reported the Buick achievement in the following paragraph: “In the class for cars between \$850 and \$1250, the new Buick car made its initial appearance and in

a twinkling stamped itself a wonder. It easily carried off the first honors in its class by a wide margin, cutting the record from 4:13½ to 2:18¾. The clean-cut and business-like appearance of the car and its quiet running caused much favorable comment.”

A good portion of the automotive reporting in that era was laced with some over-the-top breathlessness, and while *Motor World* with its pithy reporting might have leaned in that direction on occasion, this time it was probably close to being on target. The 1908 booklet shows a photo of a Buick at speed, captioned “making 61 miles an hour on

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MAIL TODAY!

Early Buicks did well in competition, a fact that translates well into suitability for touring today as this 1909 touring has proven.



Motor Parkway while winning Nassau Sweepstakes, October 10, 1908." Below the caption, the text continues with "defeating Cameron, Mitchell, Maxwell, Cadillac, Gyroscope. First racing car to complete a lap and win a race on new Vanderbilt Cup course."

With the painfully obvious exception of the Gyroscope — an obscure 16-hp twin introduced in 1908 and dead before 1910 — the Buick was competing against some cars well known today and not easily dismissed. Assuming that the company was telling the truth, its performance becomes even more significant considering that "the winning Buick was taken from the salesroom of

the New York Branch only a few hours before the race. The motor had less than a 100-mile run before the contest. A 45-mile-an-hour average was made for the entire distance of 100 miles. Three of the four laps were run in 30 minutes each. Most consistent running car of the day ... We mention in this book over 80 victories in all sections of the country. Every competing Buick was a stock car built in the Buick shops."

That last sentence is important, but what's more interesting is a page of specifics explaining that "among the thousands of Model 'F' victories, three won in 1906 will live long in the memory of the automobile world because they are

records for two-cylinder cars. They are the famous victory up Dead Horse Hill, Worcester, Mass.; the victory up Giant's Despair Mt., Wilkes-Barre, Pa.; and the October 27 Empire City track 100-mile event.

"This last event was held before a representative crowd of New York automobile enthusiasts and was second only in importance to the Vanderbilt Cup race among the events of that year. The 22-horsepower two-cylinder stock Buick defeated in this event a 60-horsepower Mercedes, 60-horsepower Matheson, Oldsmobile Vanderbilt Cup racer, 1907 Packard runabout, 1907 Peerless, 40-horsepower Cadillac and 30-horse-



power Cadillac. Time: two hours, five minutes, 31 3/5 seconds or an average speed of 50 miles an hour. The engine never stopped during the race."

Why brass Buicks are still better

Genuine, truly competitive races for Brass Era cars really don't exist in today's world, but Buick's record from 110 or so years ago remains important in today's not-completely unrelated activity of touring. Some tours are easy, some tours are difficult and nearly every tour of any significant size is all but certain to count at least one Buick among its participants. It doesn't take much analysis to reach the conclusion that cars that did well in competition are likely to do well in touring. When Jeff Berdass of Brooksville, Fla., was looking, the Buick's pluses made it an excellent match.

"My criteria for buying a brass car," he explained, "is twofold. I'm looking for at least a four-seater to be able to take people out for a ride, and I'm looking for a New London-to-New Brighton-eligible car. The Buick, because it is a two-cylinder, could be as late as '15. It's an '09, but it's still a two-cylin-

der and therefore New London to New Brighton-eligible."

The New London to New Brighton Antique Car Run in Minnesota is open to any 1908 or earlier vehicle or any single- or two-cylinder vehicle up to 1915. Berdass learned about it before he owned a Brass Era car, and then drove on it, but not in the Buick, the car he found while his 1906 Cadillac was being restored.

"The restorer called me," Berdass explained, "and said 'In Ocala, there is 'this' car. I want you to go up and see it to see the quality of the work you'll be getting in your car.' The same guy who upholstered and painted this car upholstered my Cadillac and painted my Cadillac."

"This" car was the featured Buick, and the bonus was that its engine had been rebuilt by the shop that had rebuilt his Cadillac's engine. Several years later, the owner agreed to sell and Berdass took the Buick home. It's since done the New London to New Brighton, but Berdass clearly is one who doesn't believe in keeping all of the fun for himself and instead, has shared it with a good friend.

"When I bring the cars in," he said,

Simplicity is important and, like many of its contemporaries, the Buick has little to complicate its driver's life.

"I have a two-car hauler and in the past, I've brought the Cadillac and this car. I drive the Cadillac, he drives this one."

That speaks about as well for the Buick as does the competition record detailed in that book, since his friend had no previous experience with comparable cars. Berdass taught him the basics of the Buick about three days before the New London to New Brighton on which he'd be driving it. He described his prediction that the first 10 minutes behind the wheel would be grueling because of nervousness, but everything would change in a moment when that 10-minute stretch was complete.

He'd been right and it happened about that way. He added that a Model T driver who had a chance behind the Buick's wheel asked, in effect, whether that had been all there was to driving it.

"This two-cylinder Buick is the easiest old car I have ever driven," Berdass said. "... Once you get to driving it and have driven it, it's a no-brainer." **OC**

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FACEBOOK FEEDBACK

Old Cars on 'The FB'

With many venues being closed and shows being canceled or postponed due to COVID-19, we all are aching to see some cars. Let's see some shots of your cars for an impromptu Old Cars Facebook virtual car show. We'll call it Old Cars 'Riding it Out' 2020 Car Show. It might not be the real thing, but it will put some smiles on our faces in a difficult time.



Kim Uhler Miller Gardner: 1928 Gardner Sport Roadster Model 85



Victor Sedillo: Not a car but it's old and still running



Jerry Donlon: '36 Cord restorod



Richard Stuck: '57 F-Code Custom Tudor



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GUNNER'S GARAGE

with John Gunnell



How the COVID-19 virus is affecting the car hobby

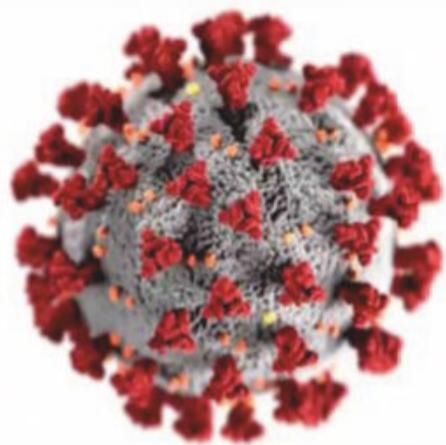


Image - www.cdc.gov

For more information: www.cdc.gov/COVID19

On Feb. 28, the promoters of the early March Geneva International Motor Show were forced to cancel the event due to coronavirus (COVID-19) concerns. More recently, RM Sotheby's has postponed its Essen Auction at Techno-Classica, and the 2020 New York International Auto Show has been rescheduled due to the virus. The Swiss government had issued a decree banning public gatherings of more than 1000 people.

The Geneva cancellation took place at the last minute. The move also followed a decision in the United States to move Detroit's North American International Auto Show from January to June.

How the virus will affect old-car events scheduled for 2020 is yet to be determined, but is certainly on the minds of both car club show chairmen and the promoters of for-profit car shows and auctions. It's likely that classic car auction companies will see more online bidding, which could actually increase the workload for dealers, brokers and appraisers. Possibly parts suppliers will also find ways to use the Internet more — at least until a vaccine for COVID-19 is developed.

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NEW HOARD OF ANCIENT SILVER COINS OF CHRIST DISCOVERED!

Own A 700-Year-old Silver Portrait of Jesus Christ

When we heard the news, our jaws hit the floor. A massive hoard of ancient silver coins, struck in Constantinople during the last dynasty of the Byzantine Empire, had just been discovered. And the coins depicted a portrait of Jesus Christ!

We jumped to secure as many of the best coins as possible. But to get the best, we needed an expert: famous numismatist and best-selling author Jeff Garrett. When the Smithsonian® needs help with their National Numismatic Collection, they call Jeff Garrett. So we did, too.

Garrett was able to sift through the hoard and hand-pick the finest pieces featuring the clearest images of Christ for our customers. We sent these coins to respected third-party grading company Numismatic Guaranty Corporation (NGC) for grading and certification.

These coins represent some of the finest, brightest pieces from that historic hoard!

What Began with Constantine Ends With Andronicus II

During the reign of Constantine, worship of the sun god Sol Invictus was merged with the worship of Christ, as the

emperor believed them to be one and the same. Constantine's coins presented an image of the deity, helping to spread Christianity throughout the empire.

The Byzantine Empire had officially become the world's first Christian Empire. But then came Andronicus II.

Struck During the Decline of the Byzantine Empire

On the reverse of these incredible coins, Christ stands alone. But the obverse displays two figures: co-emperors Andronicus II and his son Michael IX.

The reign of Andronicus II (1282–1328) marked the beginning of the end for the Byzantine Empire. The Ottoman Turks advanced into Asia Minor, and though Andronicus paid mercenaries to repel the invaders (perhaps using these very coins?), these hired soldiers eventually turned on their employers, further sending the empire into chaos.

An Incredible Find

Struck between 1304 and 1320, these silver coins of Andronicus II and Michael IX are relics of the First Christian Empire as it neared its end.

To quote Jeff Garrett, "To find a modern hoard of ancient coins surviving with this quality is nothing short of incredible." Not only are these coins 700 years old, but they were struck in lustrous silver—an unusual metal for coins of the time, which tended to be struck in gold (and thus were quickly melted as power changed hands).

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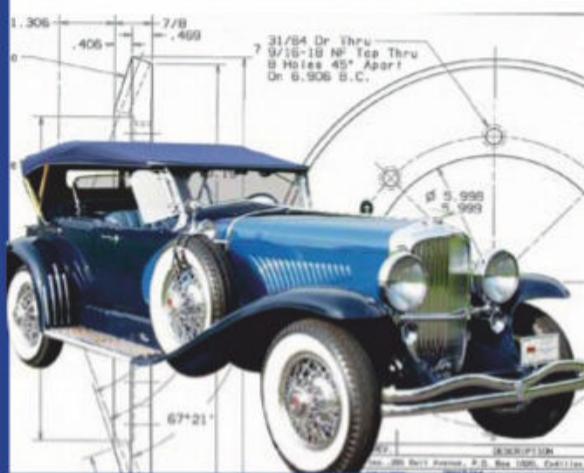
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